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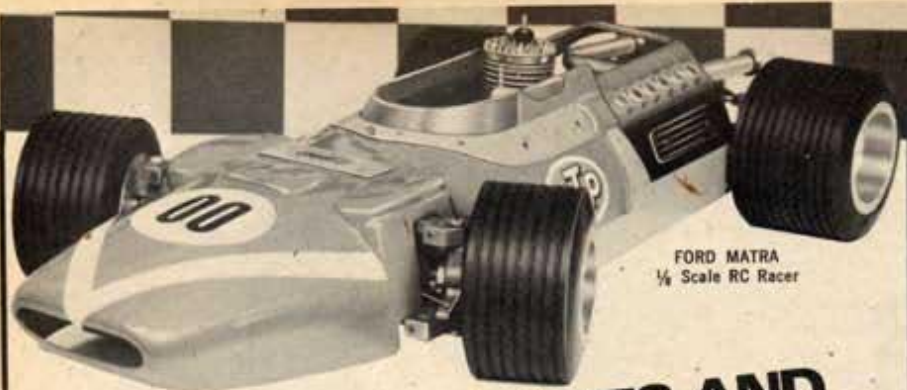
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The best thing done by Aurora, lately, has been the introduction of their fifteen inch straight track. Seeing this brings to mind some of the other things we'd like to see. Like how about a Monza banked set with 12 inch radius curves so the present Monza bank will fit inside it? Owners of four lane layouts haven't been able to use the banked curve set because they only come in one size. If they can make a fifteen inch straight, can they go longer, say maybe 24 inches? The less track joints in any layout, the better. Curved cobblestone tracks would be easy. Right now all they make is the regular nine inch straight in cobblestone. With curves to match, you could make an entire portion of your track in cobblestone instead of having ordinary curves connect cobblestone straights. Cornering on cobblestone would be interesting, too! A nine inch radius curve covering a full 180 degrees wouldn't be a bad idea either. Corners are the worst place to have a bad joint in the track. An inexpensive lap counter, speed corners to fit on 12 inch radius curves, and 18 inch radius curves are other items I'd like to see.

This is only a start. What we really need is a good dragstrip SET! Yes, with a three light Christmas tree and on-off buttons for controllers. (Aurora already has the on-off controllers in their small battery powered sets, and the use of 15 inch straight tracks would be a good thought.) Included in the set could be two hot Detroit cars (like the Torino, Charger, AMX, Mach 1 Mustang, etc.). I think a set like this could really sell.

The list of cars that any one individual would like to see could go on forever. Naturally, Aurora wants to market cars that will sell. But they have produced a lot of road-type cars and not enough Detroit-type stuff. Muscle cars are popular. But then when Aurora does make one, they stick surf boards on the bed (El Camino) or make it a top-up convertible (GTO). This makes no sense. Cars like the Olds 442, Firebird Trans-Am, Hemi-Cuda, Duster, and most of all, the Road Runner are all very popular

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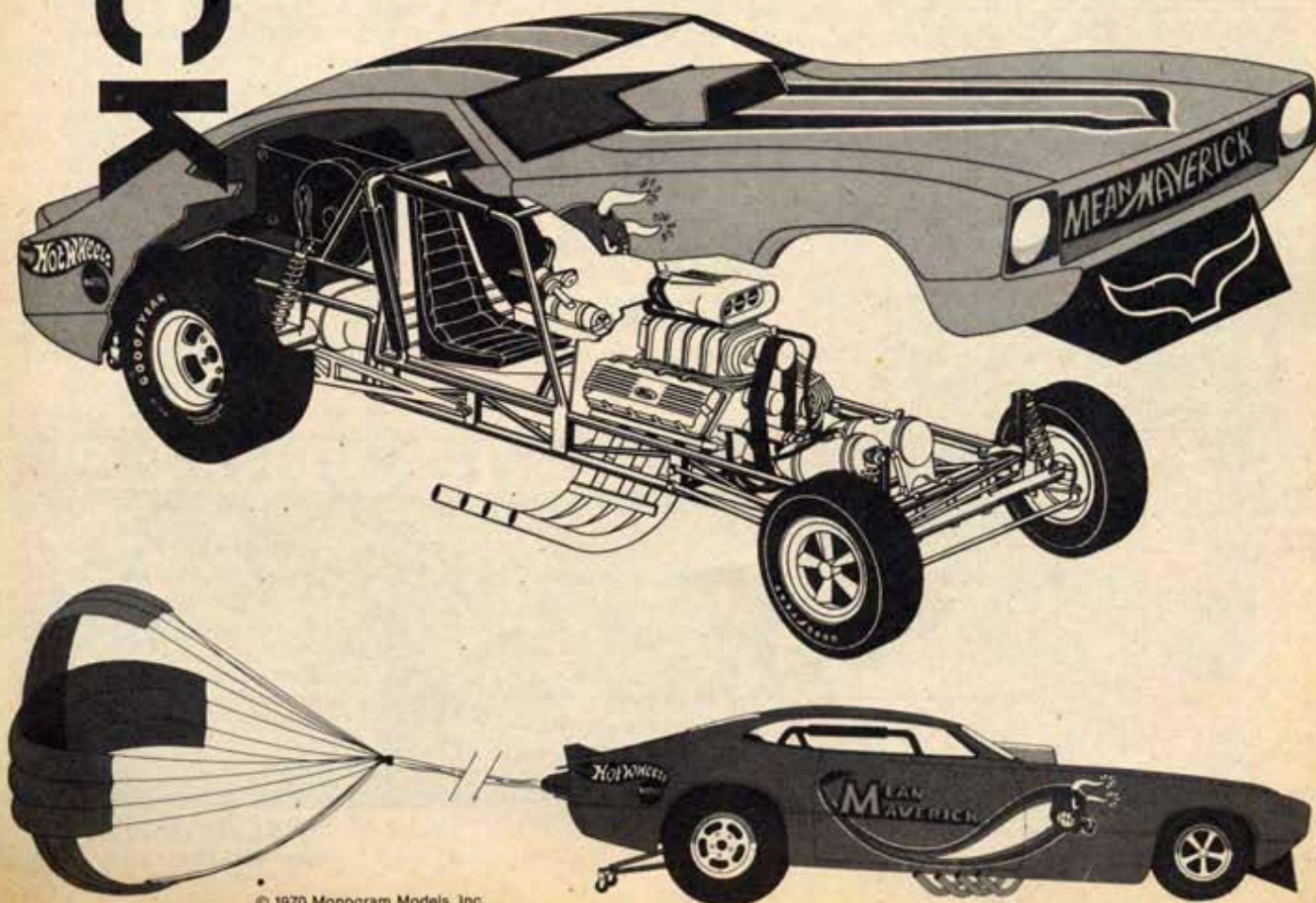
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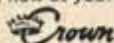


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SMALL STUFF

with the kids today. And gives us more gas coupe class cars like the Willys. The only other thing even close is the '49 Lincoln land barge, decent only after many modifications. What we need here is a '50 Austin, a '53 Anglia (or Thomas), a '40 Ford of some kind (coupe, sedan or panel truck), and the ever popular '57 Chevy. Would it be very hard for you to bring back the oldies but goodies like the '59 'Vette and the '58 Chevy? You guys did a good job on the AMX and the Mustang Mach 1, now let's keep it going.

Tyco has four new bodies out for their TycoPro cars. They are the Dune Buggy (not a bad looking body), the Ferrari P5, the Cobra 427 (hairiest of them all!), and the Modified Hot Rod.

Atlas to return to HO wars? True. As this is written, all I can say is that it will be a Mabuchi-powered inline car with bodies that aren't way overscale. Good to see Atlas back, and good luck to them.

Note to Curt Fredrickson of Chicago: sorry I missed publicizing your race in Small Stuff, I did put it in MAR, though. You obviously misread my column in which I talked about the Faller F1 car. Try it again. I said that since the Faller F1 used the standard Faller car motor, it should be able to beat the Aurora Mini Jet. The pickups on the Faller are bad, but they're not terrible.

Does the modified Cobramite rule the HO world? If it doesn't yet, it's getting close. The anglewinder is already on the decline here in the East. The word is inline. Right now the Cobramite is the easiest way to start, and also the fastest car. Maybe someday we'll reach the point where the 'Mite can't be developed any farther, and the scratchbuilt will be the way to go. But then we still have to consider

the new Atlas car, not to mention Rigger's, which should be here by the time you read this.

The HO scene is growing by leaps and bounds. There is more competition among manufacturers, and new products are being released weekly. This is all fine and good for the HO racer, but it is also difficult for him to determine what is good and what isn't. The best idea is to pick a type of car, then develop it. I'm not saying you should have only one type of car. On the contrary, I believe in having at least one of each type. But you should take one type, the type you feel has the most potential, and do your serious developmental work there. The guy who switches cars every week isn't going to know much about the car he's driving, whereas the guy who sticks with one type of car, and learns the most he can about it, is the one who's going to win the races.

My group, the HO Drag Racing Association, is looking for interested parties in the New York-New Jersey area. We are looking for serious drag racing fans interested in realism, and we would especially like to hear from people in the vicinity of my "real home," Newburgh, New York. Anyone out there who is interested can contact Bill Von Staden, 77 Sherman Ave., Jersey City, New Jersey 07307.

At this time I would like to start a new contest, "Drag Car of the Month." It will be for HO scale (or as close as possible) drag cars that fit into an actual category under NHRA rules, and look realistic. Send clear black and white photos to me at the above address along with a description of the car. Monthly winners will receive a year subscription to MCS.

Next month I should have the word on the Rigger HO car, more on the Atlas bombshell, the report on the Rigger fronts, and who knows what else. (A drag racing report, maybe!)

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WE'VE DISCUSSED, THUS FAR, the "whys and wherefores" of scratch-building, selection of prototype and scale and where to get plans, and the tools and materials used in this fascinating hobby. Now let's get down to business and do some actual construction.

The frame is the "foundation" on which an automobile is built, and a fully detailed model really ought to have one. Let's not worry about "frameless" construction (unit body and frame) or "space frames," for the moment, though both can be duplicated in miniature. Let's talk, instead, about the good old-fashioned channel-type frame that always has and probably always will appear on the bottom of a majority of the world's automobiles.

In fact, let's talk first about *leaving out* the frame. I said, above, that a detailed model really ought to have a frame. Well, it should, assuming you're going all-out for detail and will include suspension and engine. But if appearance topside (as they say in the Navy) is all you really care about, and you don't want to go the full route, it's perfectly permissible to build up the body "box," as we'll explain later, and just fasten a wheel to each corner. I've built models this way, as well as with half-frames to carry only front suspension. They satisfied me and the people I built them for, but I don't say they'd satisfy a model car contest judge. He'd be more likely to expect frame and suspension detail "on all fours."

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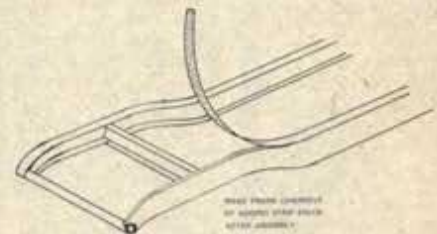
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ferent routes. Many, many years ago, up in Scranton, Penn-sil-vain-i-ay, Oscar ("Auto World") Koveleski's Dad, Tony, manufactured a line of antique car kits called "Hudson Miniatures Old Timers." Like a lot of scratchbuilders, I cut my eye teeth on those kits. They weren't easy to build, but it was mighty satisfying to see a scale model antique car taking shape as you followed the explicit, step-by-step instructions. For your three bucks, or so, you got a box containing a very nice set of plastic wheels; plastic



radiator front, lamps and steering-wheel; and a whole lot of die-cut cardstock, balsa and plywood. The plywood was for making the frame. You trimmed out the two frames side-members and the appropriate number of cross-members, glued 'em together, and then cemented narrow strips of thin card along the top and bottom edges of the frame parts to form the "channel."

I use the same method today. Of course, I have to figure out the shape of the frame (unless it's shown in the plans) and transfer it to thin plywood (1/16-inch is best). I use a "fretsaw" (jewelers' saw or fine-blade coping saw) to cut out the frame parts. Next, because I want the frame nice and square, I pin the two side-members together and sand the edges 'til they're identical. From then on it's the same routine as in the Hudson kits.

There are, of course, a couple of tricks to the trade. Some frames are straight with parallel sides; some taper evenly from front to rear. But more than a few, alas, have sharp bends in the side-members. At these points, make a sharp, narrow V-cut in the side of the plywood that will be on the inside of the bend. Don't cut all the way through! Carefully shape the side-member with your fingers 'til you hear the wood fibers starting to crack. Apply glue to both sides and allow it to harden, and there's your tricky bend.

Cross-member location may prove puzzling if you don't have a top view of the frame. In general, there will be a

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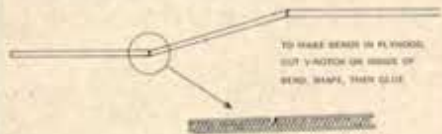
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tubular cross-member at the very front, with a U-shaped one under the front end of the engine to hold the motor-mounts. The next one rearward may be located to support the transmission, or will be a short distance behind it and arch upward to clear the driveshaft. From there on back, cross-members usually are positioned at any point where the frame makes an abrupt change in section or angle, either vertically or horizontally, with the final member often being a rod or tube between the extreme rear ends of the frame.

Note that "modern" cars — those with independent front suspension — have a rather heavy, complex cross-member in front of, or under, the engine. This supports the "A-frames" (or transverse leaf springs), shock-



absorbers, and coil springs if used. Study this structure in photos or on the actual car to determine how best to reproduce it in miniature.

Route Number Two: Maybe you'd rather work with metal than with plywood. In the long run, it's about the same amount of work 'cause the extra time you spend in sawing 1/16-inch brass or copper frame parts to shape will be saved later, during the painting process. Metal doesn't have a "grain" that must be filled and smoothed. Naturally, you'll have to solder (or epoxy) the metal parts together unless you do a lot of drilling and tapping for a slew of 00-90 or 0-80 bolts. To make the channel you can solder strips of shim brass along the edges of the frame parts (be careful, though, that the previously soldered joints don't come unstuck!) — or just use cardstock strips and acetate or epoxy as your adhesive. One thing: a metal frame has a nice "heft" to it and makes the model feel "solid" even if the body and other parts are made of wood.

Most of the Grand Prix cars constructed during the past 15 years or more, as well as most "all-out" sports-racing machinery and many "Gran Turismos," have featured a "space frame" fabricated from steel tubing. This type of frame is light in weight, yet very strong and rigid. We have a good choice of materials for its reproduction in miniature — brass and aluminum tubing, wooden dowels, or Plastruct piping. There are no hard-and-fast rules for modeling this type of frame, but it's best to lay out a side

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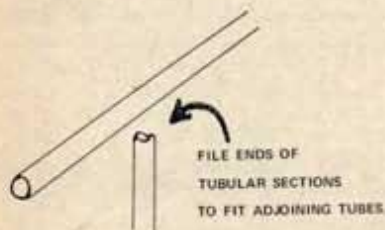
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view on a flat piece of wood and assemble two identical frame sides on this "jig." Cut the pieces to length, file the ends to fit snugly against the adjoining tubes, and solder, epoxy or plastic-cement them together (depending on the material). When the sides are completed, cut and install the cross-members by the same method. A remarkably convincing "space frame" will result.

When unit body-and-frame construction is used, a short sub-frame sometimes carries the engine and front suspension. This can be fabricated the same as a full frame and cemented in place to the body structure. Otherwise, you need only make provision in the latter for mounting the front and rear suspensions.



Truck and bus frames are the most simple and straightforward to build, since the sides are just two parallel channels of unchanging section (in all but a few cases). By far the best — the easiest — material to use in their construction is Plastruct channel. This is almost a perfect reproduction of steel channel stock, although the thickness of the material makes the "U" section a bit shallower than scale. Cross-members, flanges and other appurtenances may easily be shaped from Plastruct sheet, rod or I-beam stock.

The paramount rule to remember in building frames stems from the statement I made above, that this part is the "foundation" of the car. Build it to be sturdy, and be absolutely certain that it's square and true. A warped, uneven frame won't result in an accurate model. In fact, it's a good idea to use a flat piece of plate glass, roughly nine by twelve inches, as a work surface when assembling frame or body parts. This will assure their trueness.

Next issue, we'll talk about springs, axles and such. In the meantime, if you'd like to see how it was done in the old days and try your hand at a counterpart of the Hudson Miniatures that's still in production, get Scientific Model Company's 1910 Maxwell kit. Assembly of this model will teach you many of the techniques of scratch-building and be a valuable training ground for any serious modeler.



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THE GERMAN JEEP

By Richard Marmó and Paul Studley

The "Schwimmwagen" could carry its passengers over land or water

World War II Germany had two vehicles equivalent to the U.S. Army Jeep. One, the Porsche Type 82, was the basis for every Volkswagen seen today; it was flat sided, easy to produce, and required little maintenance. The Schwimmwagen was the other concept to rival the Jeep, but it was more expensive, took longer to build, and caused field maintenance nightmares. However, it had a saving grace — it could walk on water.

Designed to replace the motorcycles and side cars in their armed services, the Schwimmwagen not only provided the machine-gun carrying ability of side car equipped bikes, but had added passenger room, was comfortable, and had better road holding qualities. It could cross nearly any water hazard and was capable of entering and exiting quickly, as the transition from wheeled drive to propeller was simple. Steering in the water was accomplished just as on land, by turning the front wheels in the desired direction.

Versatility made the Schwimmwagen a favorite of all German troops, but it was most often found in the hands of the Waffen SS and other "elite" forces.

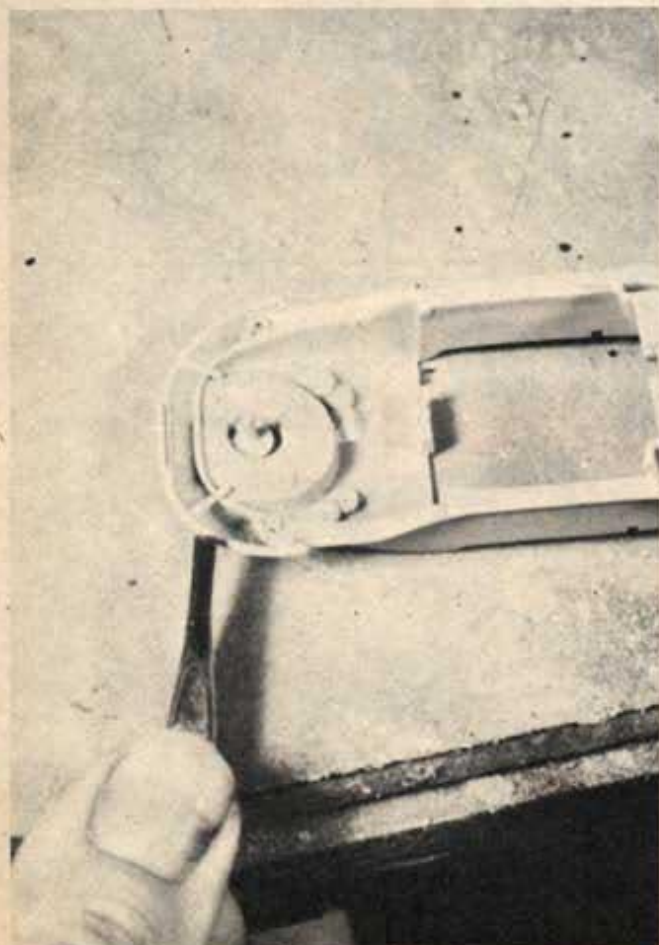
Though 14,625 cars were built, production halted early

in the career of the "floating Bug." Its expense and complex construction finally forced the Armaments Ministry to phase it out. In spite of this, the Schwimmwagen was a success, becoming a valued prize when captured by Allied troops.

The Schwimmwagen is the subject of one of the latest 1/35 armor kits to be released by Tamiya. While providing a pleasant change of pace from tanks, this diminutive amphibian will add a new dimension to your armor collection.

Selling for \$2.00, the kit is nicely executed and includes three superb figures. Instructions are in Japanese, but the accompanying drawings show you everything you need — including the camouflage pattern, which is accurate.

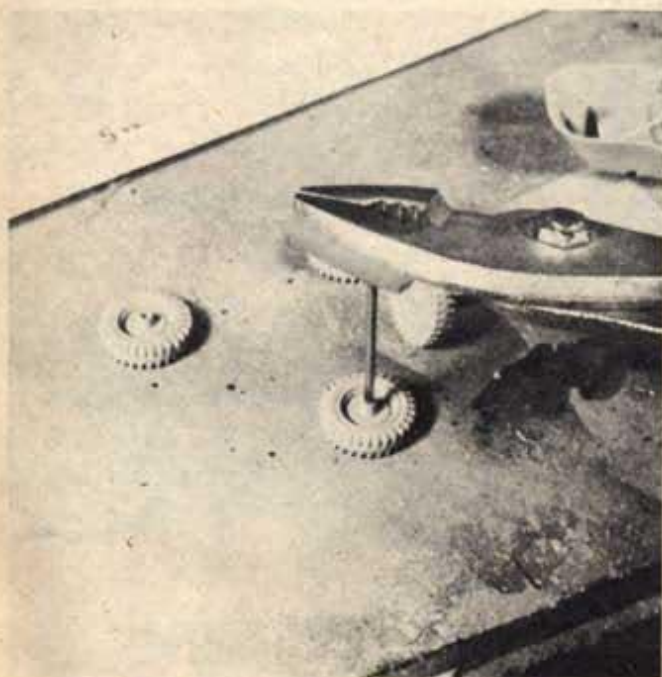
Germany's equivalent of our Jeep was equally at home in Russia or France. While the Schwimmwagen could carry its passengers over land or water, it couldn't withstand even small arms fire. Therefore the Waffen SS Major seems to be making sure his instructions are understood to insure the safety of his vehicle.



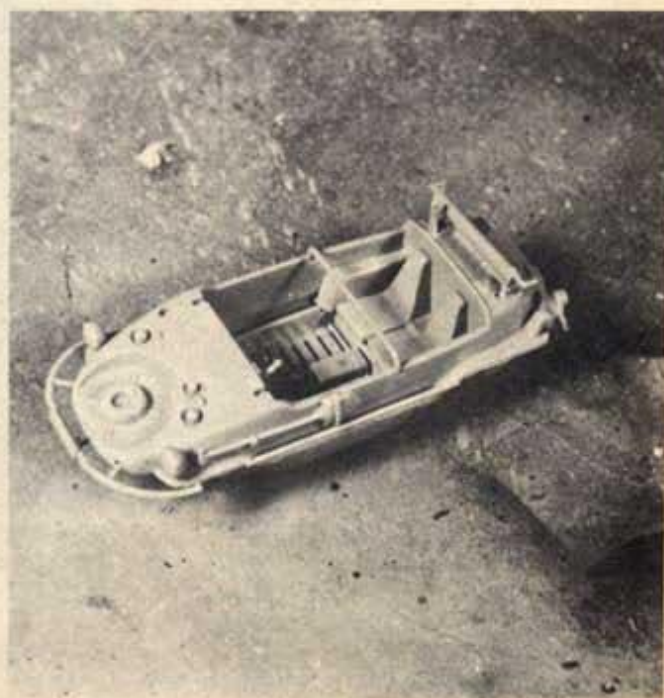
To get Tamiya's 1/35 Schwimmwagen started, the front bumper/license plate is installed.



The slatted floor, console and steering are then installed in the lower half of the body.



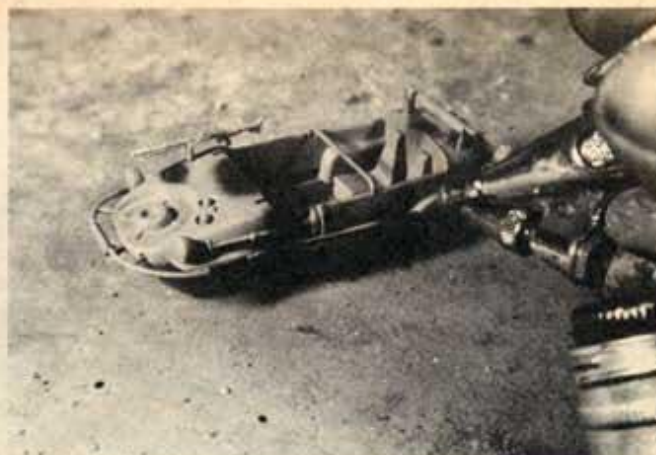
While other parts are drying, take advantage of the time to assemble the wheels and insert one end of each axle into position.



At this point the side rails, tools, headlights and muffler have been installed . . .



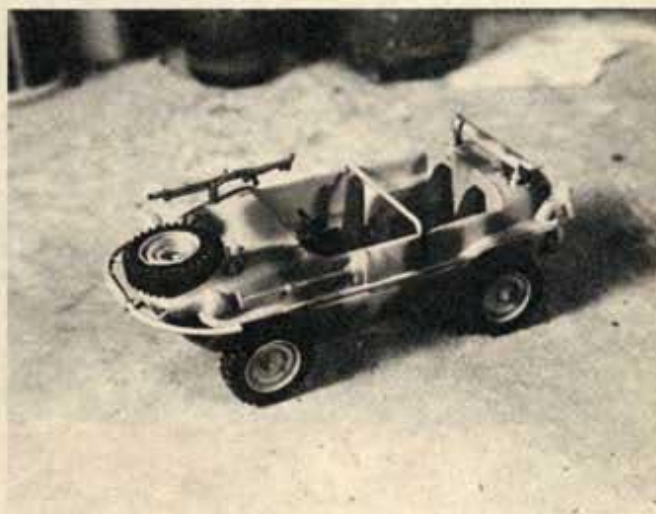
... which brings up the need for drilling out the exhaust pipes. A Dremel Moto-Tool, an X-acto No. 60-80 drill set and a Dremel solid-state speed control, permit you to do the job with ease. Lacking these, a hand-held pin vise will serve.



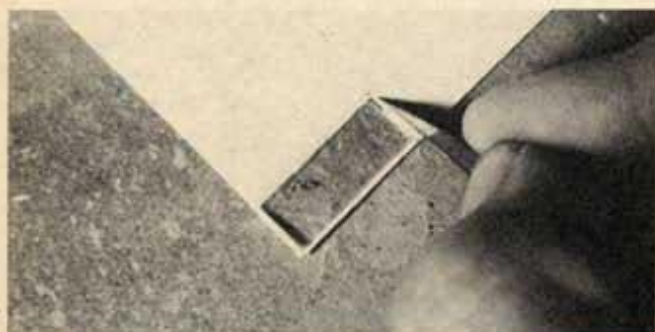
With assembly complete to this point, the Schwimmwagen should be sprayed Pactra Mustard. After the Mustard is dry to the touch, the first pattern of German Brown can be sprayed. We had a small amount of Scalecrafter's German Brown on hand, but Pactra's Terr Cotta with a tad of brown added will suffice.



The third and final color is Olive Drab. Pactra's will do fine. Keep in mind that there is less O.D. than German Brown on the model.



At this point the model is nearing completion — except for a windshield. Odds are that your kit won't have one either, so ...



... reach for the sheet styrene. A thickness of .020 is what you want. Outside dimensions of the windshield frame are 98/100 x 42/100, with inside dimensions of 87/100 x 35/100. Using an X-acto knife with a new No. 11 blade, cut out the inside of the frame. Using one of the clear plastic discs that are found in many MPC kits (such as their Stuka), cut the windshield to shape and install in the frame using one of the epoxy-type adhesives. When good and dry, the frame can be cut from the larger sheet of styrene.



After being installed, and the frame painted Mustard, you'd never guess that it didn't come in the kit. Optional parts in the kit provide for the top to be either up or down. It should be installed at this time and painted O.D. This side shot of the completed vehicle shows the layout of the SS markings. The markings are repeated on the other side.



License plate and tri-color pennant should be positioned per this front shot.



And this back shot completes the needed markings. Note that the propeller and its housing are in the down position. It does pivot on the model, but the only way it can be held up is via a dab of cement.



Although the vehicle is finished, you're not. The kit includes three excellent figures. As you can see from the

photos, the two or three hours needed to detail them is well worth it.

One of the biggest thrills of 1/32 scale home racing is that you can actually SEE the cars! Such a simple statement may come as a bit of shock to the model maker who hasn't had the chance to race all three scales, HO, 1/32 and 1/24, but it's oh so true. HO scale cars are really too small to capture the true appeal of a full-size racer and the 1/24 scale cars fly by so fast you can't see anything but their color. Further, the 1/32 scale home set raceways are small enough so you're close enough to the cars to get a good look at them, yet large enough to provide the speed and corner spinout potential of the other scale sizes, all reasons why 1/32 has become known as the scale for builders and racers who want their cars to "look" as well as "go" like full-size speedsters.

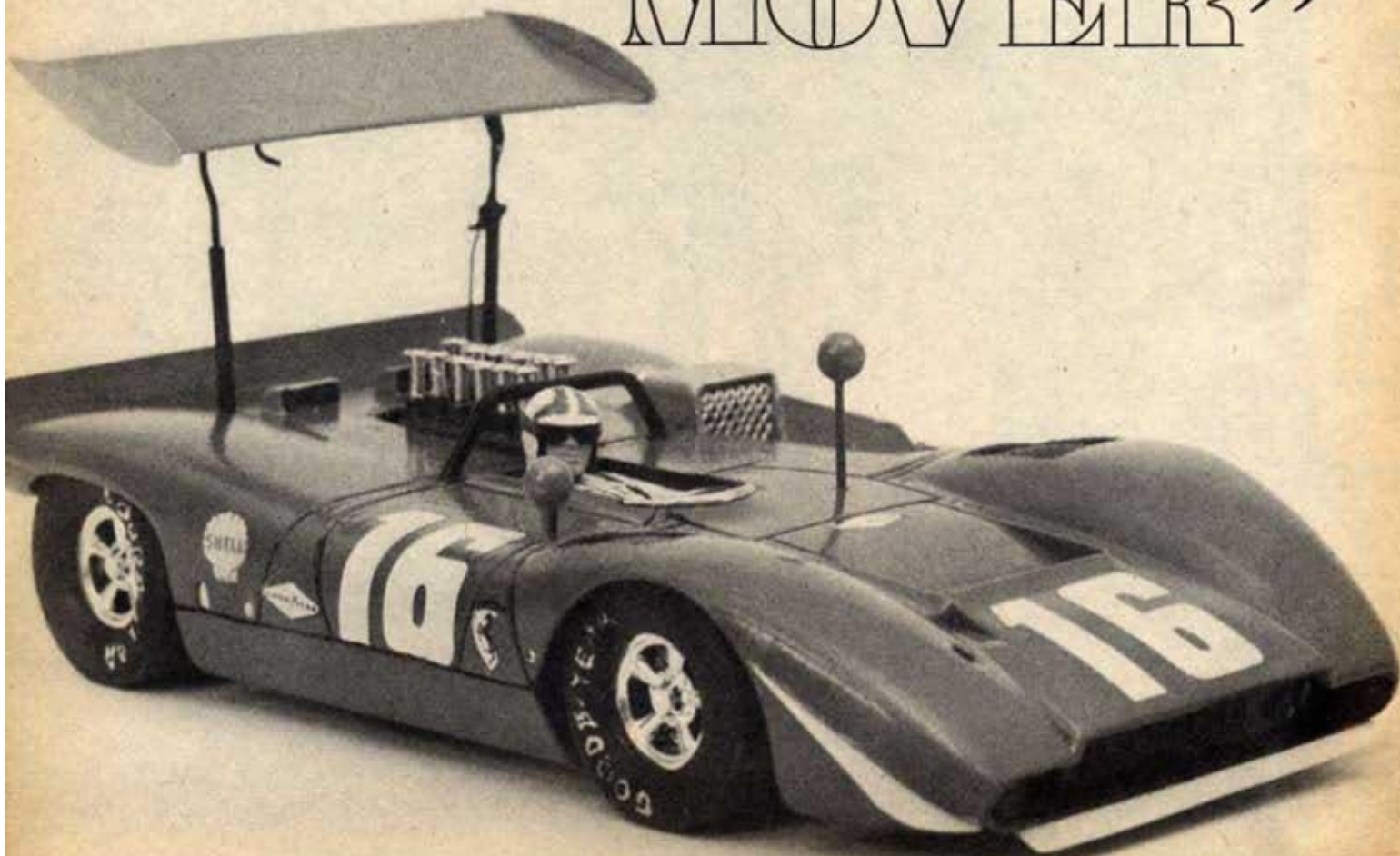
The new 1/32 scale Aurora home sets take full advantage of the detail potential possible in the scale. The Aurora home sets provide track that can be assembled into an action-packed home-size raceway at absolute minimum cost, with the set's cars exact scale copies of full-size

McLarens, Ferraris and other racing roadsters.

Replacement ready-to-run 1/32 scale Aurora Ferraris or McLarens sell for only five-dollars, but they offer better detail than cars costing five-times that much in the shops catering to 1/24 scale commercial racing. We were so "turned on" by the basic shape and detail of the Aurora cars, just as they came from the box, that we decided to see just how realistic we could make them and still have a rugged enough car to withstand weekly home racing nerfs and shunts. A couple of nights' fun and a few cents worth of scrap material produced the number 16 Ferrari you see here.

All of the detailing ideas shown for the 1/32 scale Aurora Ferrari would apply to the Aurora McLaren as well, since both cars raced with a wing and assorted trim tabs to direct air flow over the body. Ron Klein added all the details that the drivers and builders of the more detail-conscious clubs, like MESAC in Inglewood, California, would consider standard for a 1/32 scale "sports" car class car, so you could really consider the car to be "typical" of what to expect from any serious 1/32 scale club.

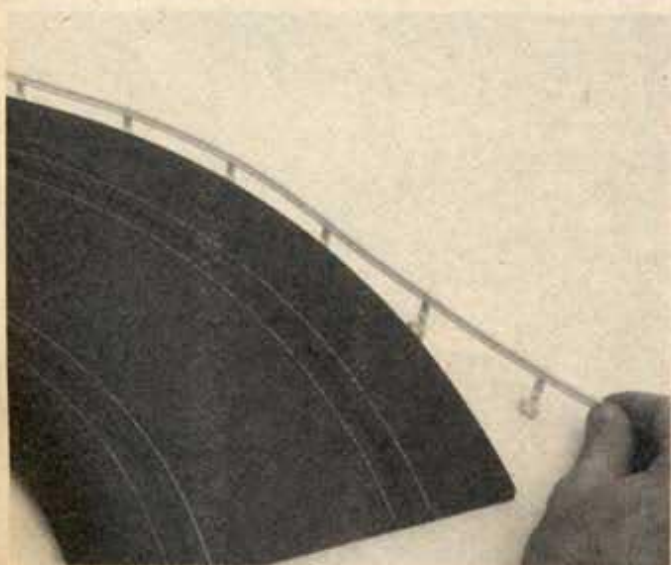
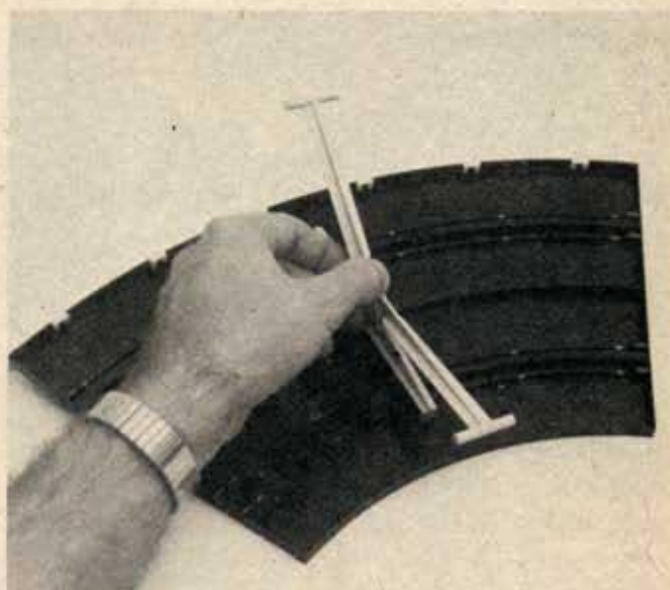
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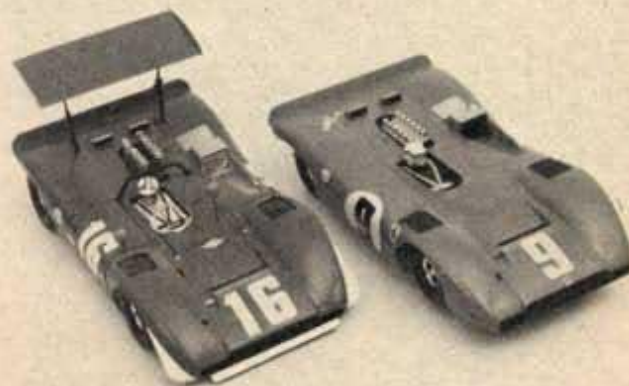
You'll need one of the five-dollar Aurora ready-to-run cars and a small pile of scrap materials to duplicate Klein's super-detailed Ferrari. Your local hobby shop should be able to supply .010" and .040" steel piano wire for the spoiler supports and 3/16" K&S aluminum tubing for the exhaust pipes. The grill screens are DuBro expanded aluminum and carburetor brass filter screen. The driving mirrors are map pins with one side of the head filed flat. Trim tabs are cut from .003" thin aluminum foil sold by printer's supply shops for foil greeting cards. Decals, the rear transmission cover, and front radiator are leftovers from 1/25 scale display model kits. The spoiler was cut from a scrap of postcard stock. The carburetor intake ram tubes are brass ferrules used in leather work and for model airplane lead wire guides. If you have similar materials in your "scrap" box, use them. There are no exact specifications on any of these extra detail parts — the major idea is to duplicate the tiny details that cannot be incorporated into the ready-to-run model. A good photo of the real car from any of the full-size sports car magazines is the only guide you'll need.



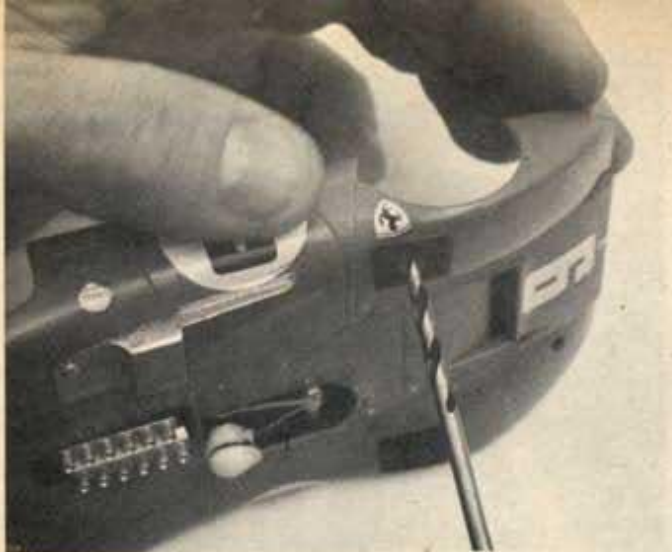
Aurora's new 1/32 scale sets with figure "8" configurations include these unique adjustable overpass supports, self-leveling.



Yellow plastic crash fences are scale models of the guard rails on full-size race tracks. Aurora has them for each corner.



The box-stock, five-dollar Aurora ready-to-run Ferrari (right) has all the molded-in detail to produce the super-detailed No. 16.



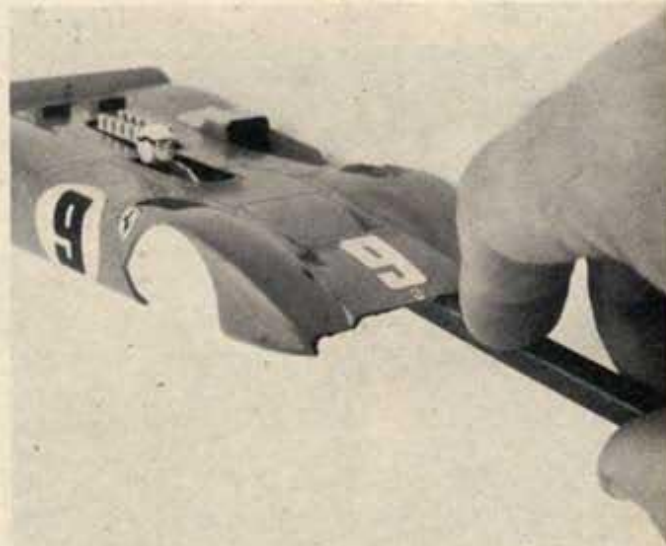
The molded-in "openings" should be cut open. Start with a series of 1/8" holes drilled all around the edges of each vent.



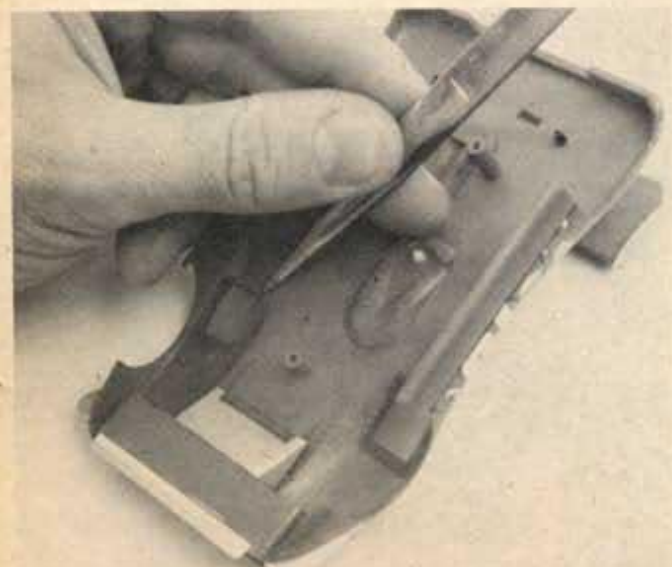
Use a file (or emery board) to file out each of the vent openings on the fenders and the one beside the driver cockpit.



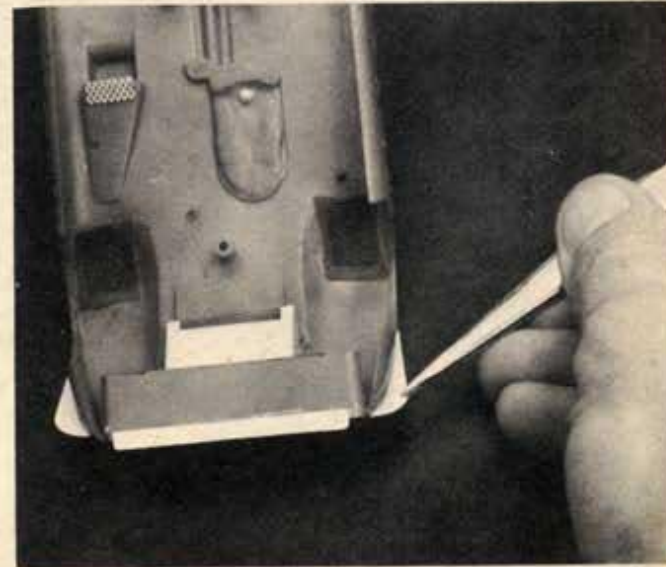
A razor saw or a coping saw is used to cut away the molded-in transmission cover and the front grillwork below nose area.



Use the file or emery board to shape the now cut-out grille area and the rear deck right up to the edges of the car body.



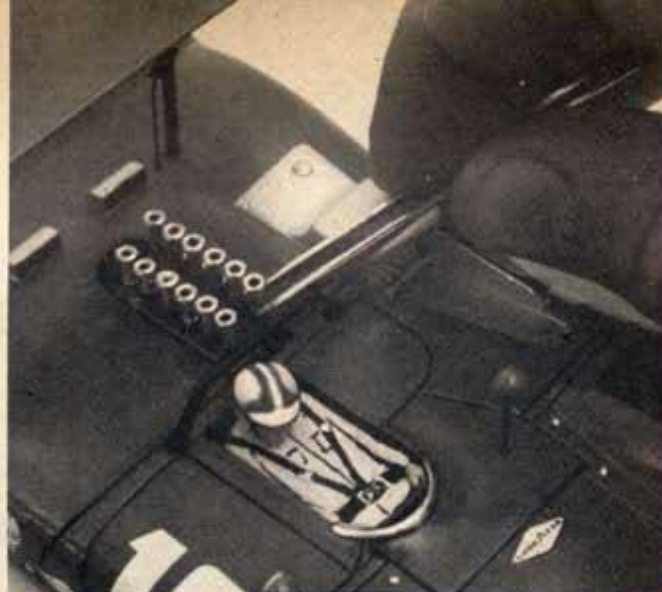
Epoxy a piece of brass carburetor filter screen beneath each fender's cut-out vent. Use DuBro aluminum screen beside cockpit.



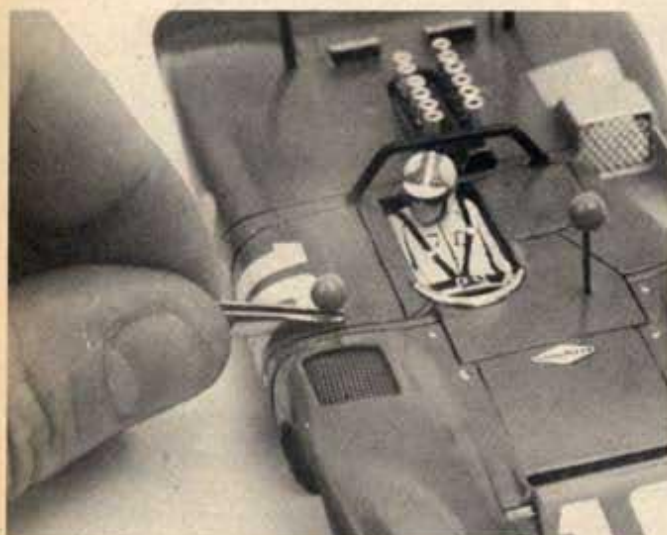
The trim tabs and radiator ducting are cut from .003" printer's aluminum foil epoxied in place after body is painted.



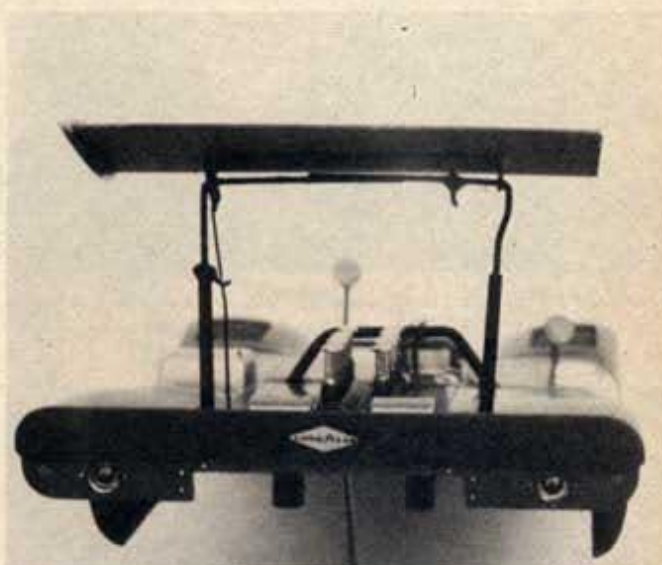
The .003" foil is used to form the radiator ducting below nose. Radiator is cut from an old 1/25 scale static model to fit duct.



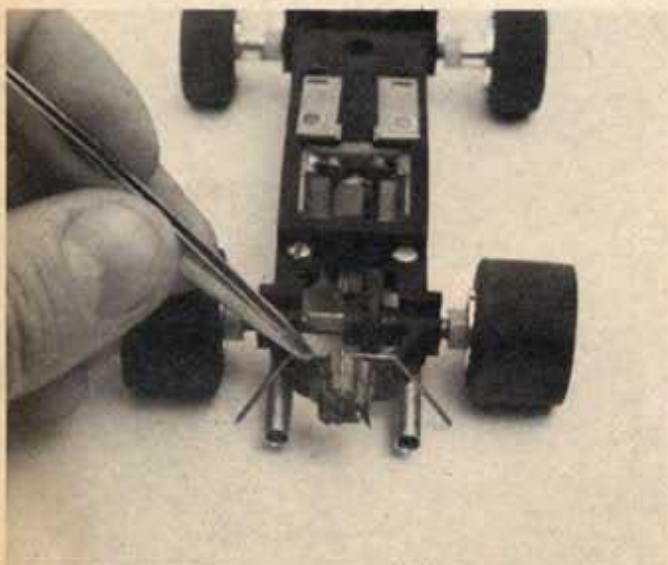
1/16" ferrules (from a leather shop or model airplane shop) are epoxied on top of each of the engine's 12 intake stacks.



Rear view mirrors are map pins with one side filed flat. Lines between body panels are accented with knife slices and black ink.

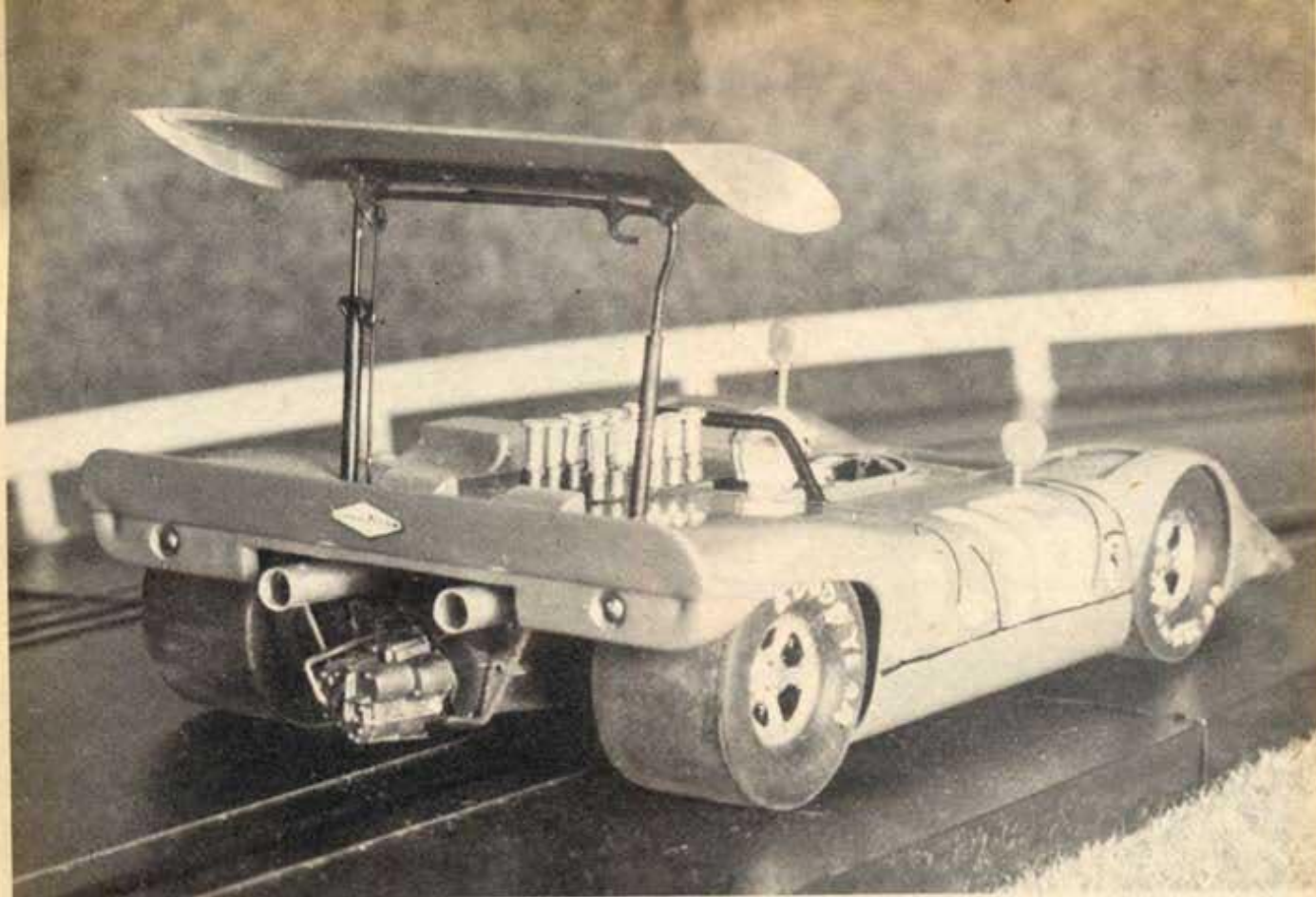


The supports for the spoiler are bent from .040" and .010" steel piano wire set into holes drilled in the car's rear deck.

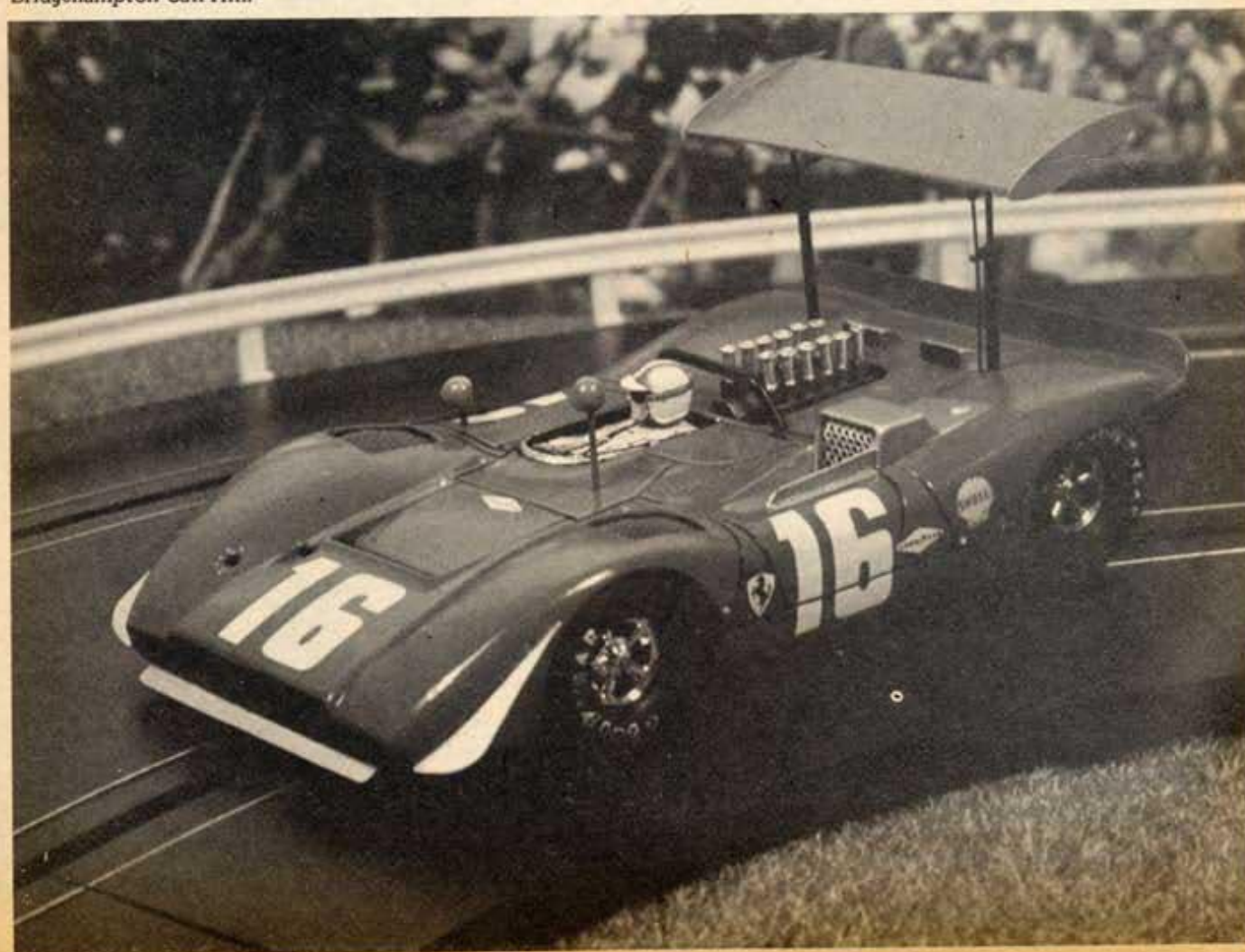


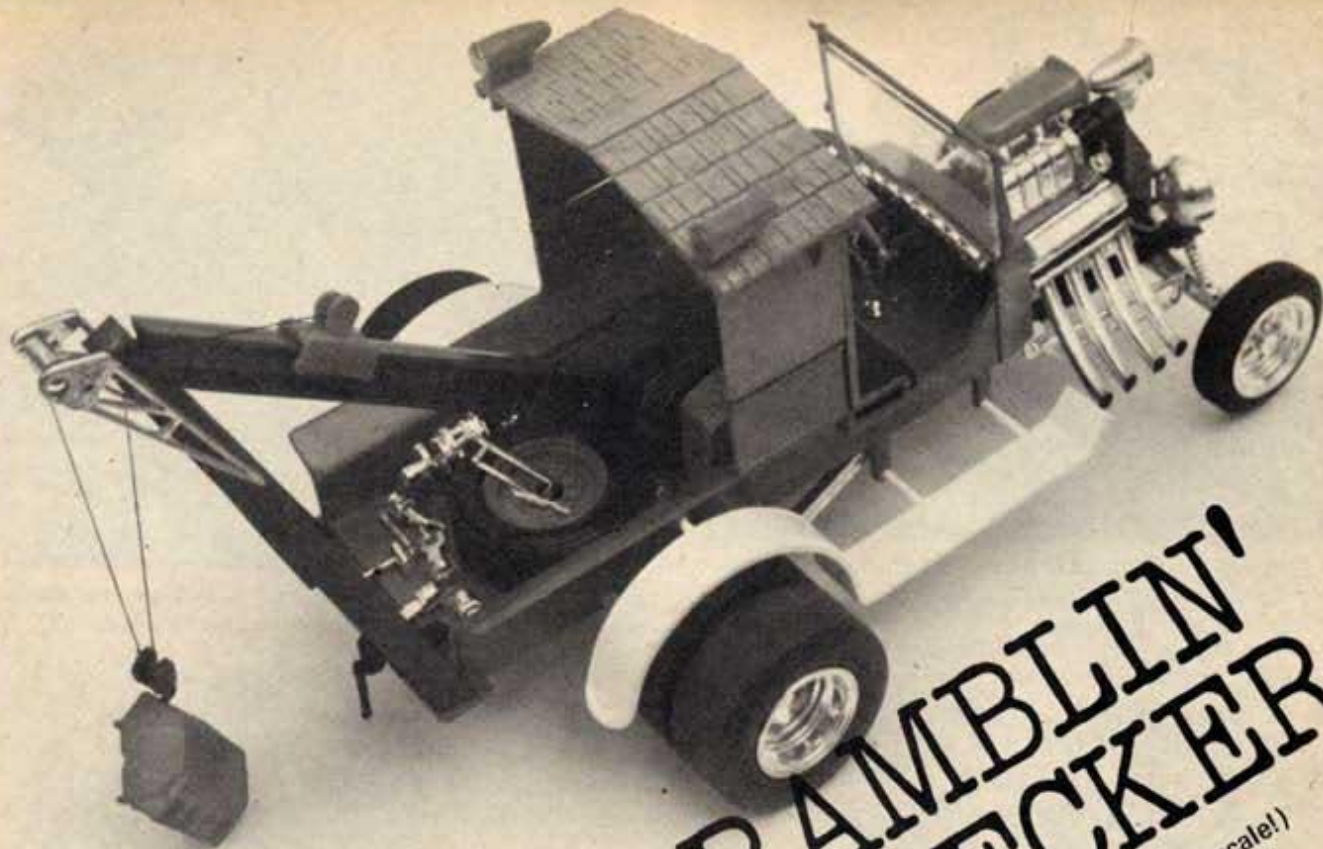
Gearbox, cut from a 1/25 scale static car model, is epoxied to chassis along with 3/16" tube exhausts and wire supports.





Ron Klein painted and detailed his 1/32 scale Aurora to match the No. 16 red car that competed in the 1969 Bridgehampton Can-Am.





RAMBLIN' WRECKER

A giant-size (1/20 scale!) truck from MPC

By Robert Schleicher

The trend is to trucks. A visitor to any of the full-size automobile custom shows is likely to see more pickups than sedans or roadsters. There doesn't seem to be any one reason why, but we'd venture an opinion that the builders would like to think that their vehicles have a dual role as both show vehicles and useful utility carriers. You can safely bet that any trend you see in full-size cars will be carried over in model form by at least one of the on-the-ball model factories. MPC even has a few in their giant 1/20 scale series of kits.

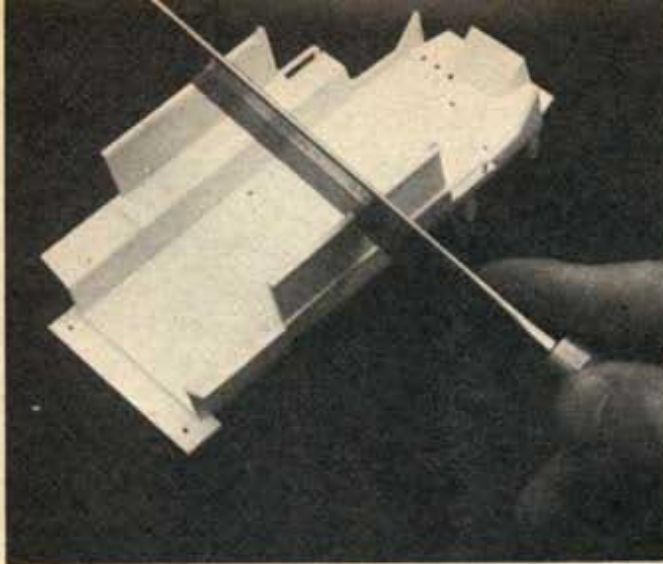
The trucks in the MPC 1/20 scale line range from the mild Ford Econoline van, complete with tools, to the wild "Chuck Wagon." We used both of these kits to build our custom "Wreckin' Wagon." We took a tip from the full-size show car builders to make a strictly "one off" custom vehicle that no other kit (or full-size) car builder would be likely to duplicate. If you really want to catch the eye of a contest judge, or merely have a unique model for your own collection, the idea of building your very own custom design from kit parts is the way to go. You can build an exact duplicate of our "Wreckin' Wagon" — you'll never see our model at any contest — or you can merely use the general wrecker theme to modify the MPC Chuck Wagon or Econoline.

The MPC Chuck Wagon is basically a customized pickup truck/rod with a backwoods catering wagon structure added to its pickup bed. There is, then, no reason why you can't remove all or part of the covered area to leave just the pickup bed in place. The MPC Econoline van is in the same giant 1/20 scale as the Chuck Wagon. The Econoline kit

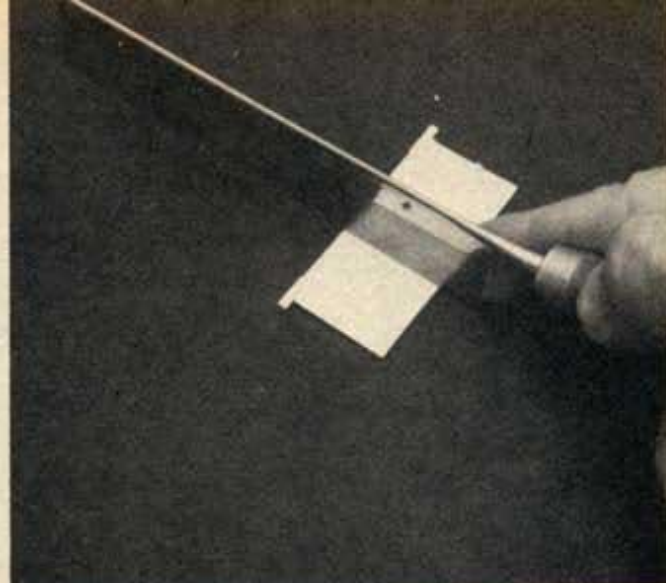
includes an "A" frame engine hoist, a full set of tools, and a fully-detailed engine complete with crankshaft, rods, cams, and other engine-interior details. The "A" frame and hook can be modified as shown in the photos to make a very credible duplicate of the hoist and hook used by full-size wrecking trucks. The bench vise, spare engine parts, spare tires, wheels, and tools from the Econoline make excellent extra details for our Wreckin' Wagon as well.



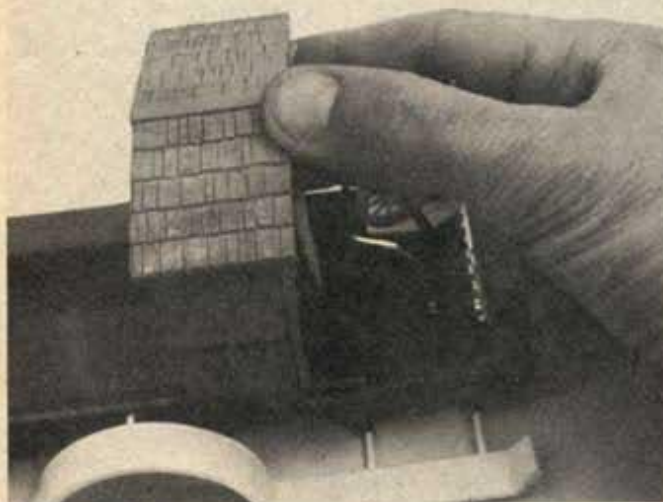
One of the wildest (and the biggest) pickup truck/rods yet is MPC's 1/20 scale "Chuck Wagon." We used it for our "Wreckin' Wagon."



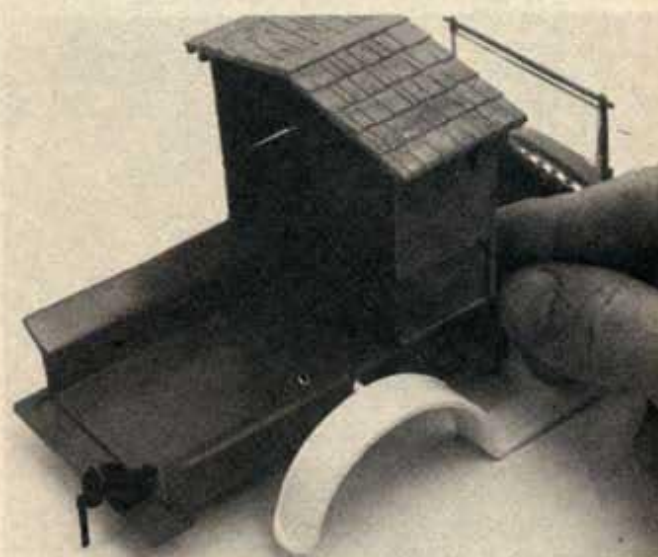
The basic Chuck Wagon is a pickup truck with the "cabin" added to the bed. You can trim away all or part of the cabin.



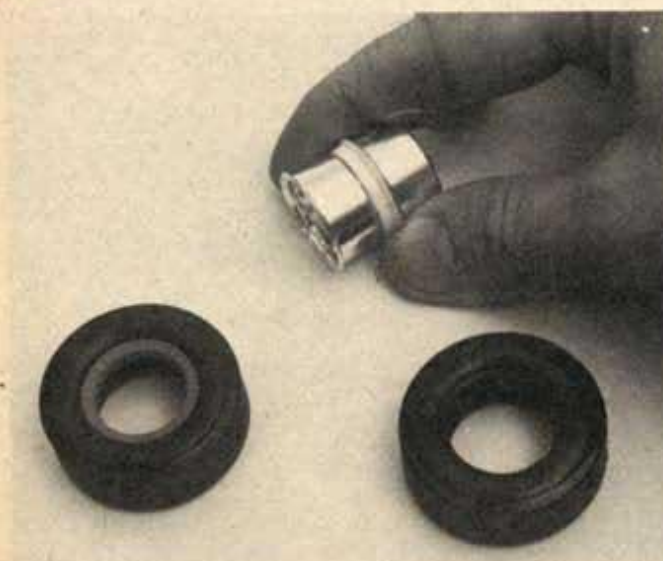
Swing up side doors for Chuck Wagon sides are sliced to match the cut made in the lower sides of cabin area.



The roof of the cabin area is shortened to match sides. Shingles are painted a flat tan, then washed with thinned brown.



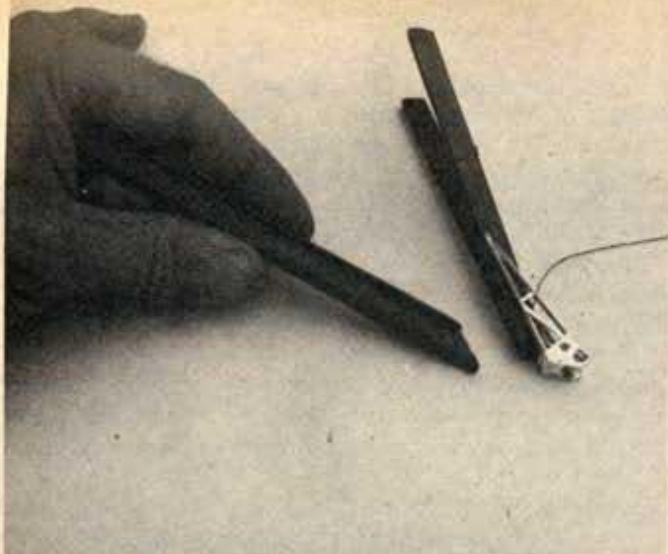
The basic body is assembled using the stock Chuck Wagon parts. The vise on the tailgate is from the Ford Econoline.



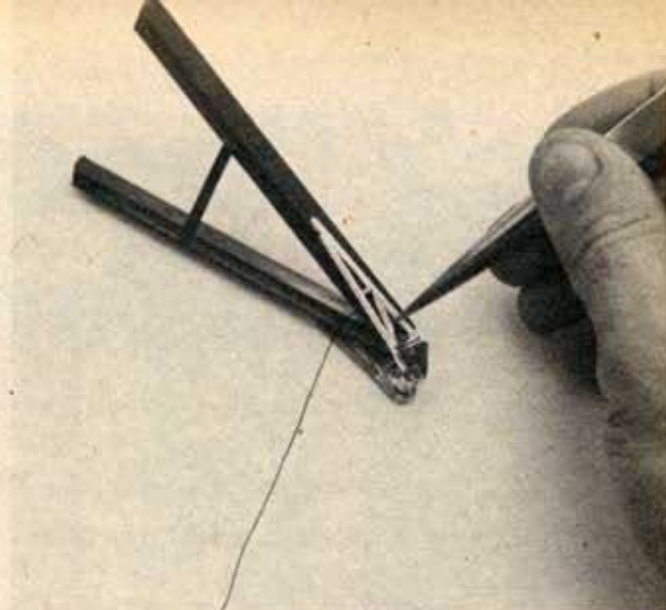
Four of the chromed wheels and tires from the Ford Econoline are glued into back-to-back pairs for dual rear wheels.



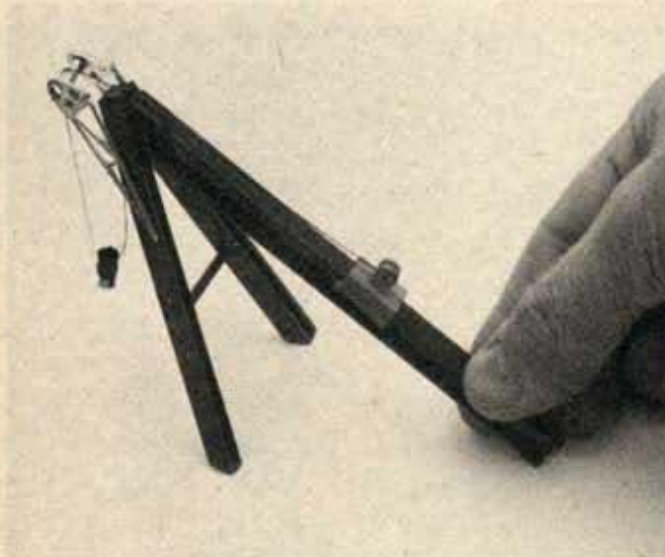
The fabricated dual rear wheels from the Econoline kit are glued to the rear axle. Chassis and engine are stock Chuck Wagon.



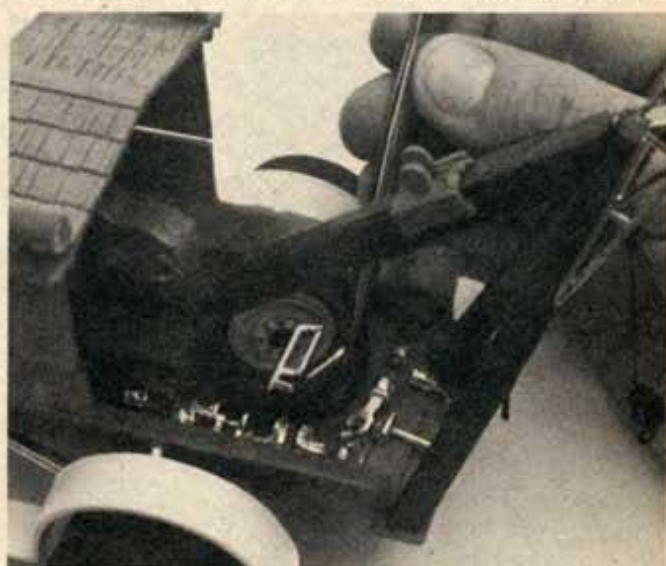
The horizontal "H" beam from the Econoline "A" frame is sliced at a 45 degree angle and filed to fit the vertical portion of frame.



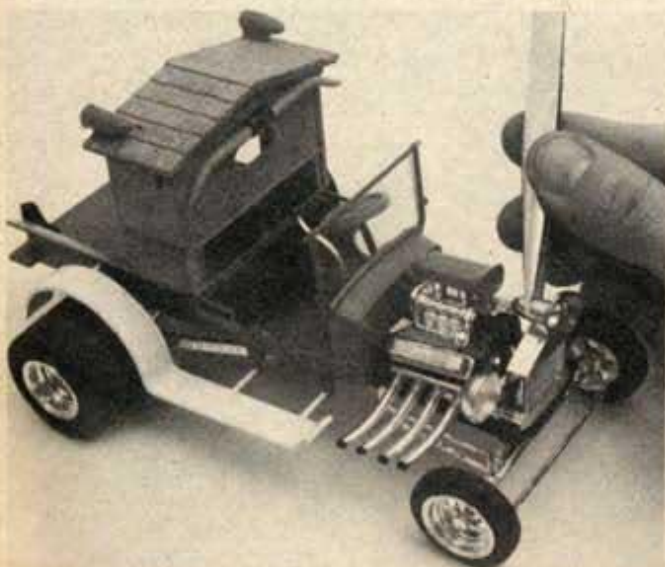
Rear axle torque arms, from any 1/25 scale funny car kit, are glued to the sides of the "A" frame as pulley guides.



The hook and the sliding cable adjuster are stock parts from Econoline "A" arm. Cable is black thread or fishing line.



Glue the modified "A" arm into the bed of the wagon. Spare tires, tools, and engine parts are from Econoline kit.



The chrome siren and red flashing lights from the "ambulance" version of the stock Econoline are glued to roof and radiator.



Although a strictly-for-show rod, our Wreckin' Wagon is reminiscent of many a farmer's tow rig of the twenties.

Pig's Head Panzer

By Richard Marmo and Paul Studley

The German "Sturmgeschuetz"
IV L/48 was a real "tank buster"

The Sturmgeschuetz IV L/48 was not the best known vehicle of its class, nor was it a classic weapon, but this "tank buster" met the German problem of high costs and long development delays and proved to be a more than adequate killer. A combination of the chassis of the highly adaptable Panzer IV tank and the hull and gun of the Sturmgeschuetz III, it saved the Germans time and money, serving them as an interim weapon till the fine Hunting Panzer IV and Hunting Panthers could be put into service.

It was not a "clean" design, but it was stronger than the one it replaced and it carried a gun powerful enough to deal with any allied tank. It also carried an improved cast steel mantlet, or protective mount, at the base of the gun which resembled the head of a pig — thus the German name *Soukpoftblende* or Pig's Head.

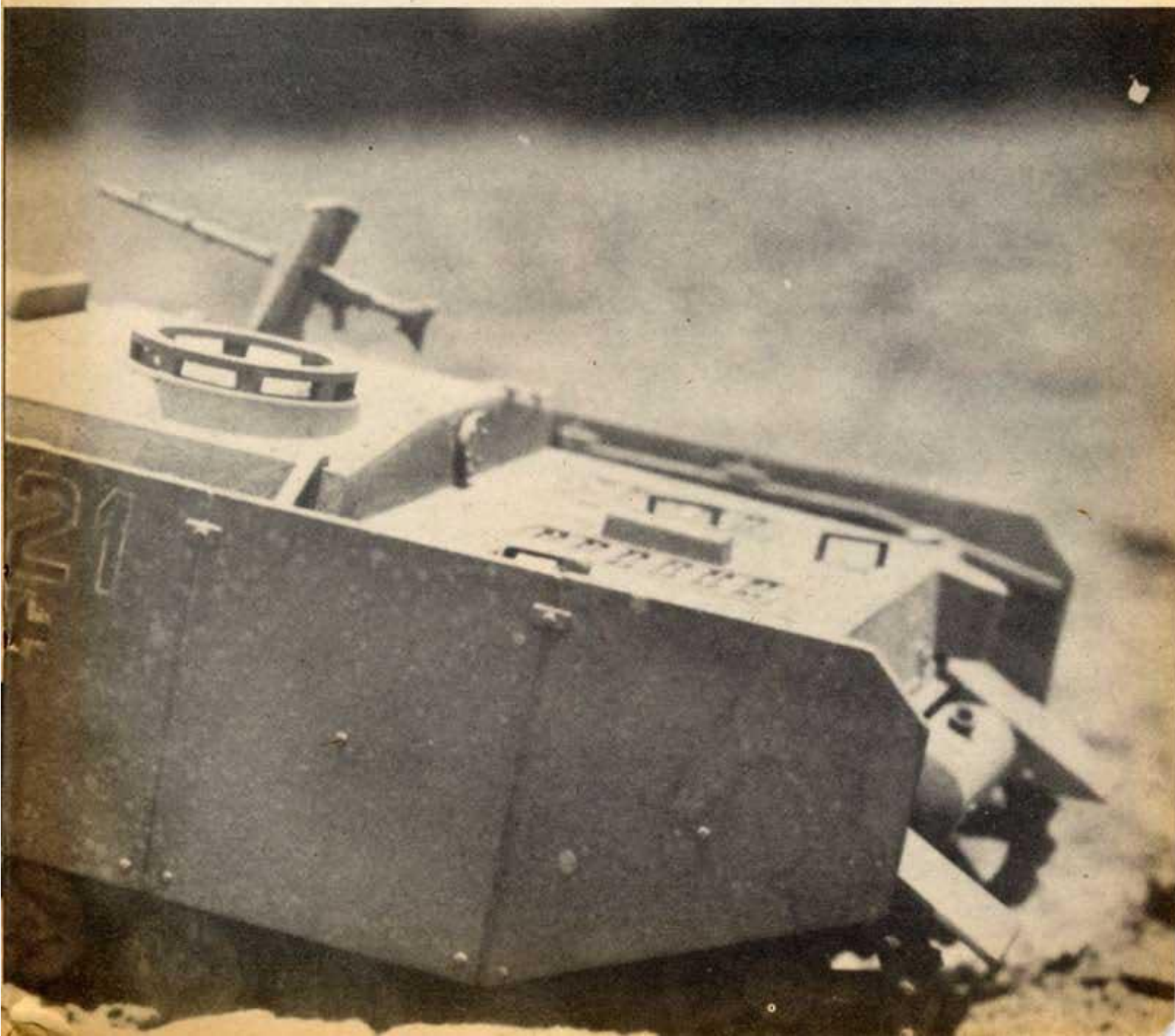
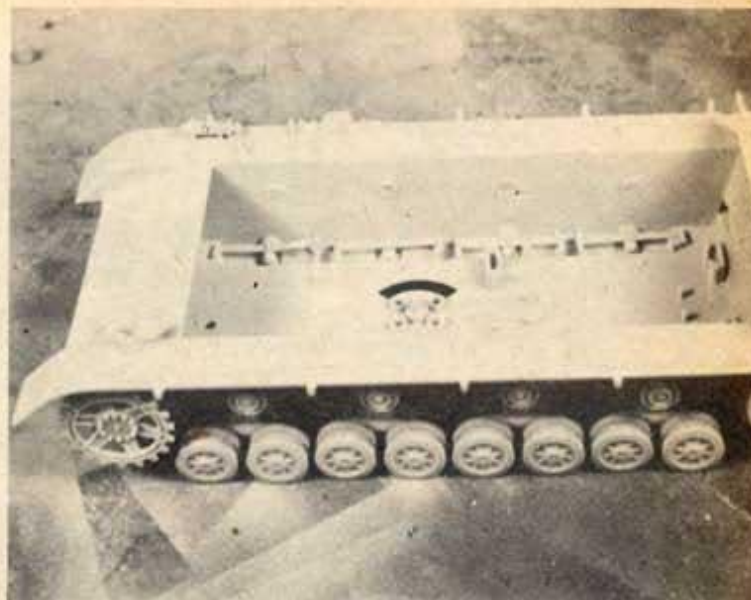
An assault tank's low profile, due to the turret deletion, made it an elusive target, even when silhouetted against the sky.

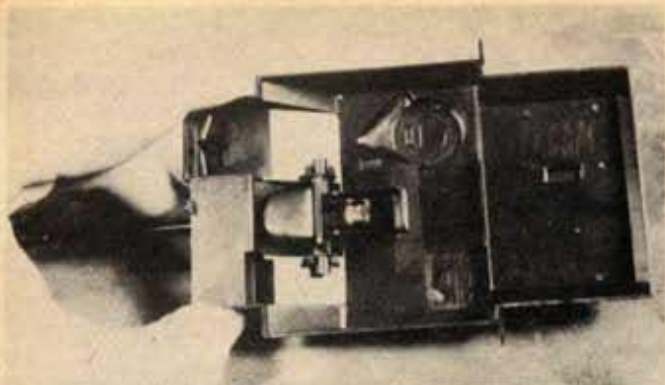


A moderately rare vehicle, only 632 were produced from 1943 'til its replacement in 1944. Although our sample was a "pre-production" one, the kit could not be faulted. An indication of the Monogram kit's quality is that the completed model won first place in the June 1970 contest — Armor Stock category — International Plastic Model Society/North Central Texas.

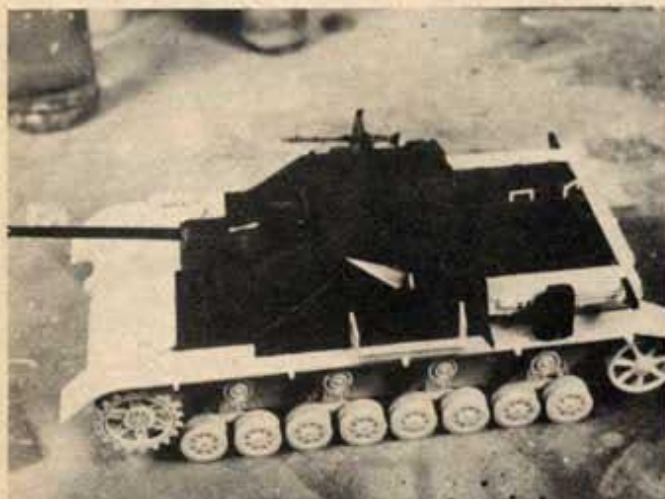
The Imrie/Risley paint, Micro Scale decals and Floquil weathering kit can all be obtained from The Squadron Shop, Dept. MCS, 23500 John R., Hazel Park, Michigan 48030. The Aron Alpha mentioned in the captions is an ultrafast one-step adhesive that dries hard in 45 SECONDS, and may be obtained from Kay's Rock & Hobby Shop, Dept. MCS, 6538 Meadowbrook, Ft. Worth, Texas 76112, at a cost of \$2.00 postpaid in the continental United States and Canada.

The real Sturmgeschuetz was built on a Panzer IV chassis, and Monogram has taken the same approach.

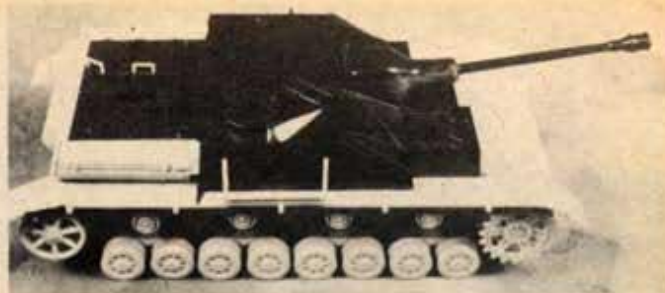




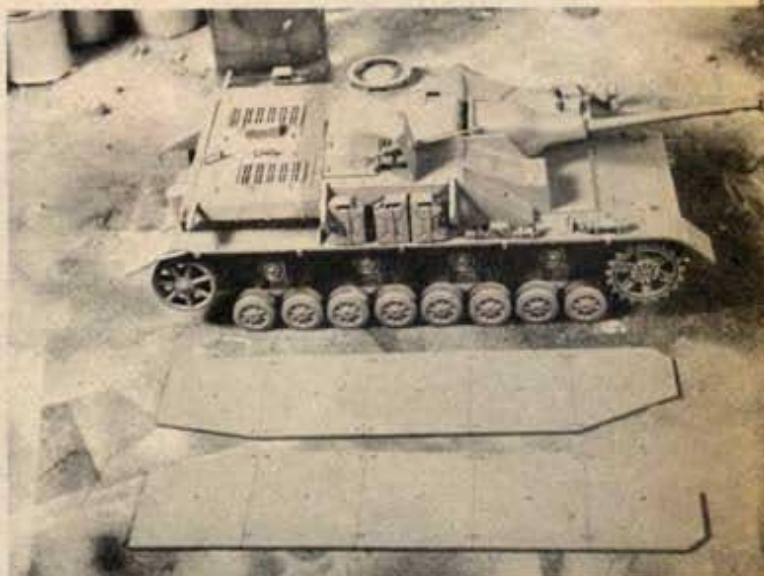
The 75mm gun mounts from inside the hull, as shown here. Incidentally, it's quite easy to invert the mantlet, so be sure that you have it positioned correctly.



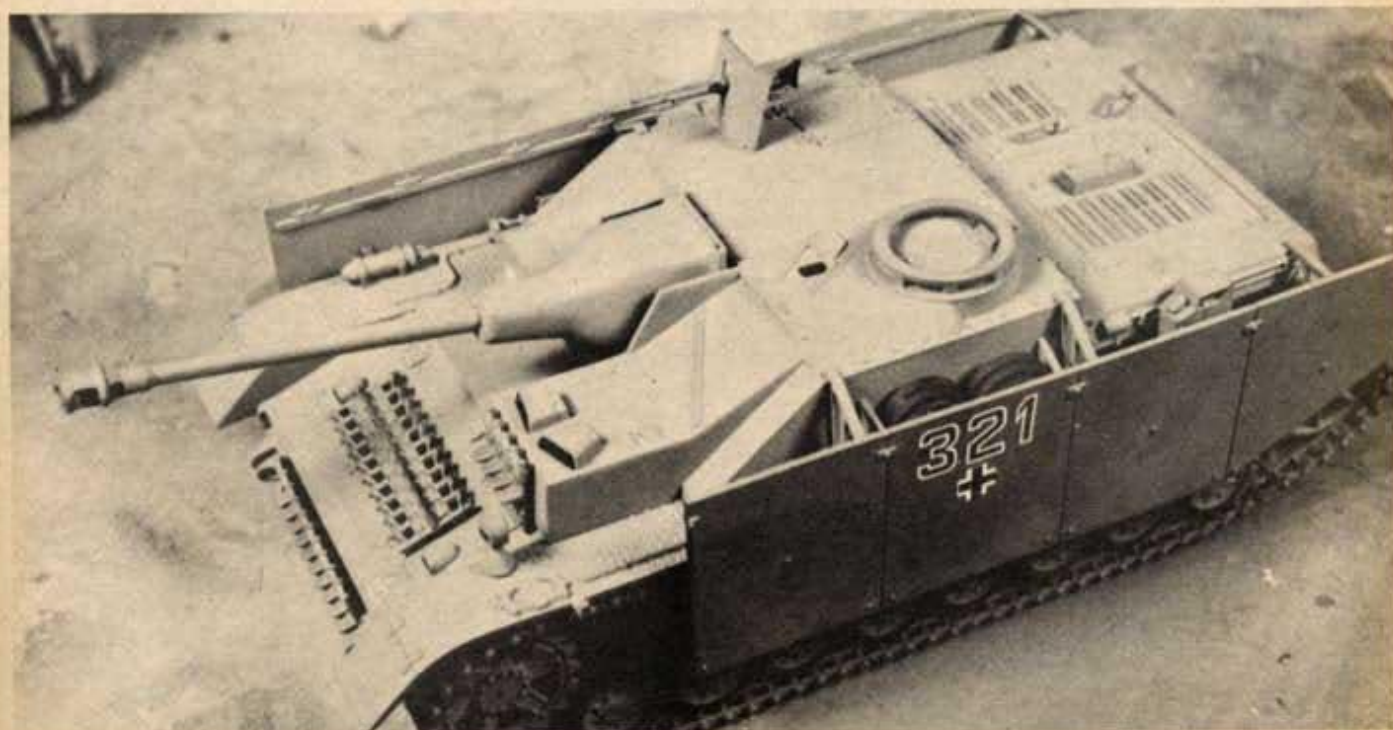
Here the machine gun is installed (don't forget to drill out its barrel) along with the armor skirting brackets and jerry cans.



With the basic assembly nearing completion, note that the commander's hatch is installed BEFORE the ring.

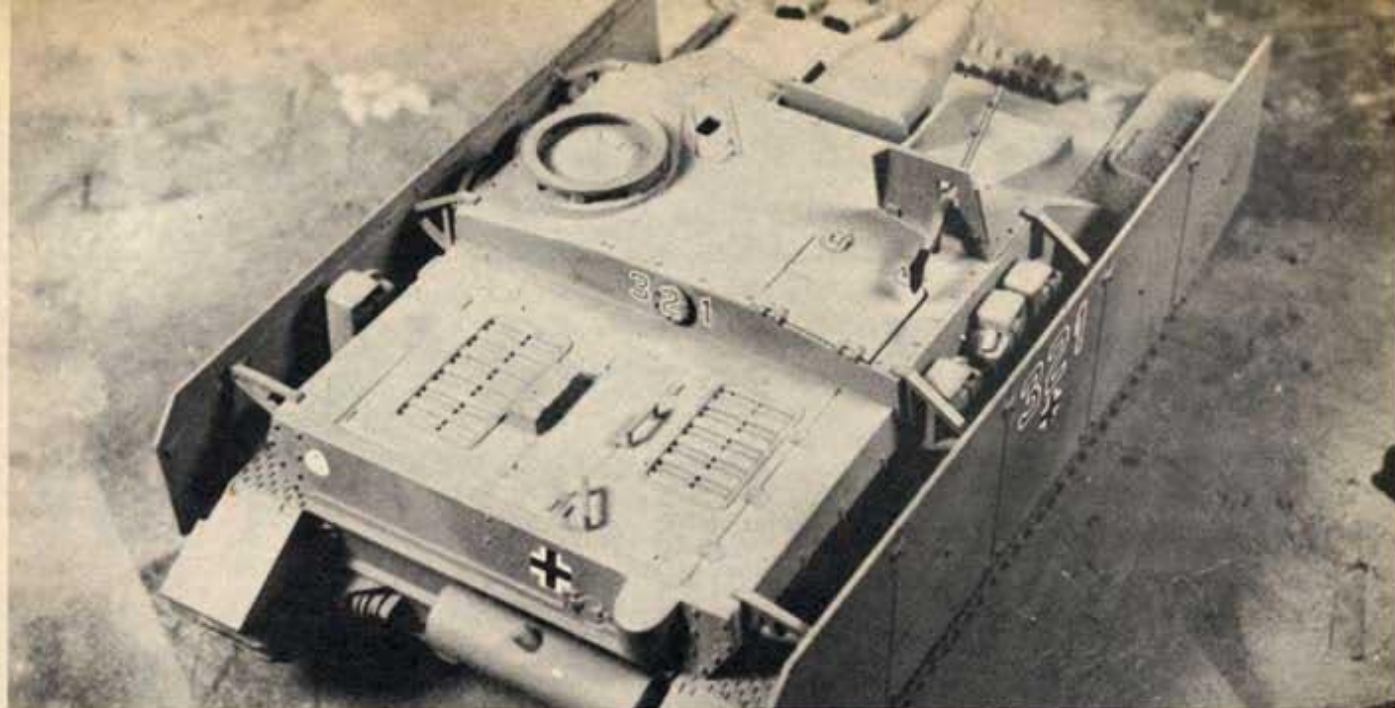


For this particular vehicle, the overall color is Panzer Grey, which is matched with equal parts of Imrie/Risley No. 35 dark grey and No. 13 dark green. For a better job, the armor skirting is painted before installation.



The least difficult way to attach the skirting is by the use of Aron Alpha. A personal touch can be added by removing 28/Model Car Science

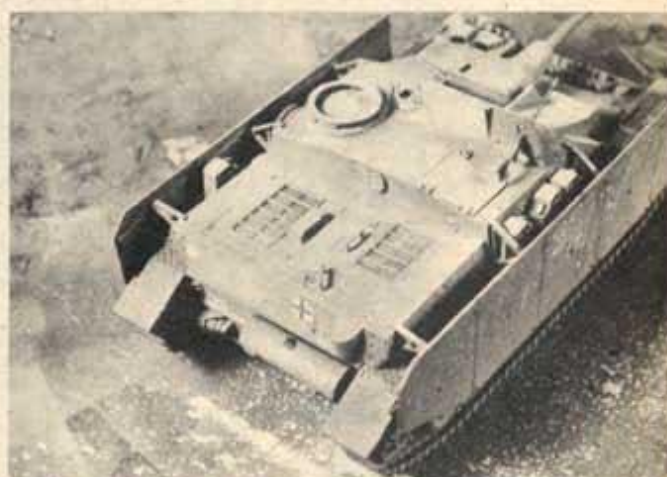
the front section of the left armor skirt. Markings are accurate for that particular machine.



This view, combined with the preceding one, shows all the markings carried by this vehicle. All decals are Micro Scale, Nos. 72-14 & 72-19 at \$1.50 each.



For a more realistic appearance, the model was rather heavily weathered. Floquil's weathering kit and a bottle of "dirty" thinner will do nicely.



The dirty thinner was especially useful for obtaining realistic stains on the rear deck.



The armor skirting was usually loosely attached. In terrain like this, it's easy to see how a panel could be lost.

WINNERS NAMED IN MONOGRAM/MCS DREAM DRAGSTER CONTEST

By Brick Price

YOU'VE BEEN WAITING — NOW HERE ARE THE RESULTS!

We knew that the wildest contest ever offered to model builders would draw a lot of entrants, but we had no way of knowing exactly how many there might be. The response was heavy to say the least! It took hours just to tear open the envelopes before we could even start sorting the potential winners. The cheerful smile on the postman's face gradually deteriorated until he was muttering unprintable things between clenched teeth. It may be our imagination, but he looks shorter and stronger these days.

As you probably know already, the grand prize for the MCS/Monogram contest is the wild, full size show car known as the "Predicta."

The Monogram Predicta was designed and built by the famous Darryl Starbird, who also built many other outstanding show cars. It has been featured in at least nine national magazines, and won the coveted Oakland Roadster Show.

Some of the many unique "firsts" included "unistick" steering, an electric bubble top, and individual cockpits. Another interesting aspect of the car is that the body is all metal and is based on an early T'Bird. The only give-away to the car's heritage is the hood, which is still close to its original shape.

Power for the Predicta comes from a hopped 392 cubic inch fuel injected Chrysler Hemi engine. Although no one indicated exactly what the car is worth, it's easy to guess that a duplicate would cost you more than twenty grand!

As usual on a contest of this size, we had some strange and often funny things happen. We received one entrant's letter describing his car, but he had forgotten to enclose the pictures. Fortunately they arrived the next day with a letter of explanation.

Another letter included a sketch of the owner's car and an apology that his camera wouldn't take good close-ups!

Several contestants unwittingly included photographs of cars based on other manufacturer's kits. (Tsk! Tsk!)

A surprising number of letters and pictures came from Foreign countries with equally foreign descriptive text. Does anyone know how to translate "fuel-injected Hemi"

from Portuguese? We managed to circumvent this type of obstacle by carefully examining the pictures and stopping people on the street who looked Portuguese. (The same holds true for Gaelic, Hindustani, Welsh, Pidgin English and a letter from a guy who can write his name backward in seven different languages.)

Seriously though, the contest was a huge success and the cars entered all showed a great deal of work and imagination. It's too bad that we can't show all of the entries, but space just won't allow it. Some of the entries were so outstanding that a simple thing like a brush stroke or a mis-placed decal meant the difference between winning and losing!

Feast your eyes on the next few pages and the small sampling of some of the finest models ever constructed.

Pat Bennett, Ray Hoy and I really had a ball judging this contest, and from what I gather this is only the beginning of a long line of pretty wild contests!



The front view of "T'rantula Too" is awesome, to say the least! Believe it or not, the driver has a better view between those banks of cylinders than many current digger pilots.

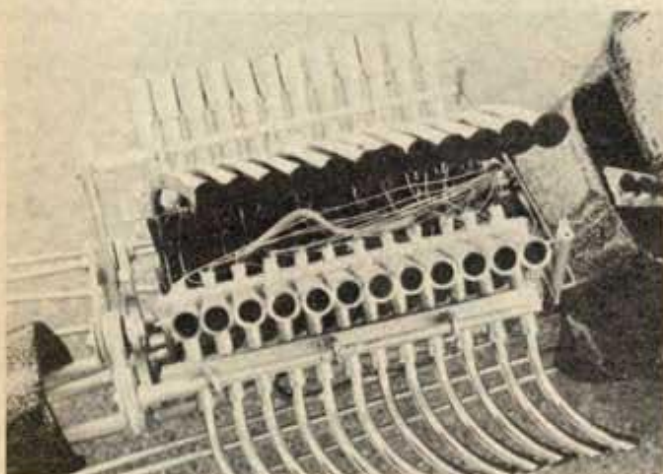
1ST PLACE WINNER

It seems there should be trumpets playing, red carpets and non-alcoholic champagne for the winner of a contest like this one, but the keys to the winningest show car ever will have to suffice.

The winning entry, "T'rantula Too," was designed and built by Darrell Zipp, 13907 Archwood St., Van Nuys, Calif., 91405.

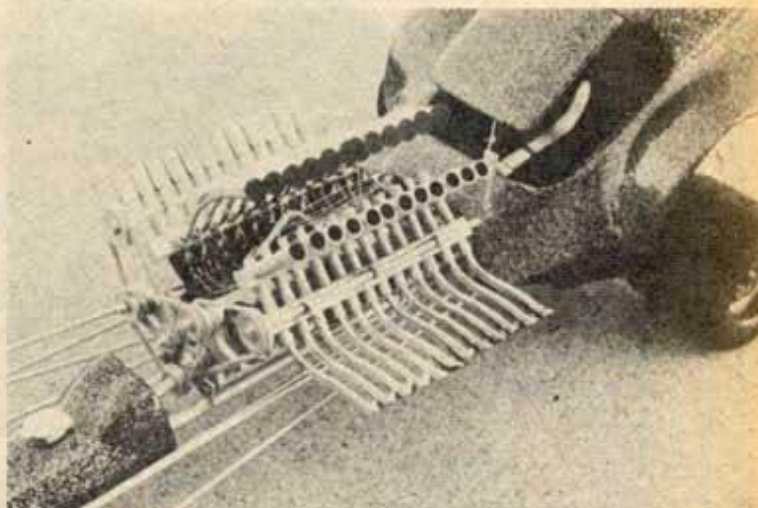
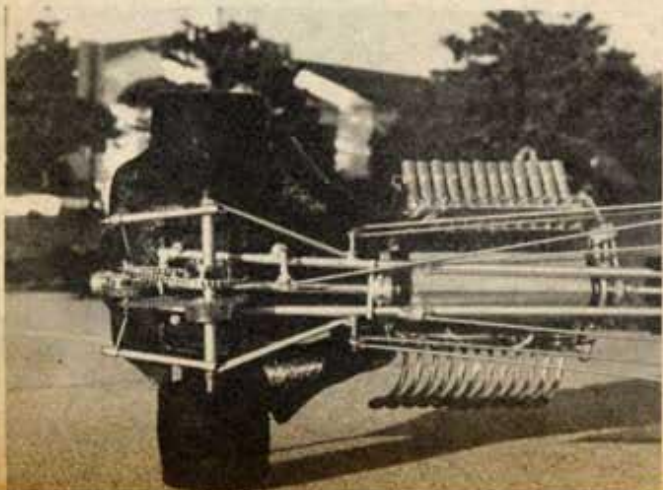
Darrell used no less than seven Monogram kits to build his unusual V-24 powered dragster.

"T'rantula Too" fits perfectly into the "Dream Dragster" concept of the contest by retaining the flavor and intent of current dragsters while still heading into the realm of fantasy. The model is also unique in that it has a "family-look" to it (as though Tom Daniels had designed it himself) and yet it is totally different. Not one of the components used from the various Monogram kits is un-altered.

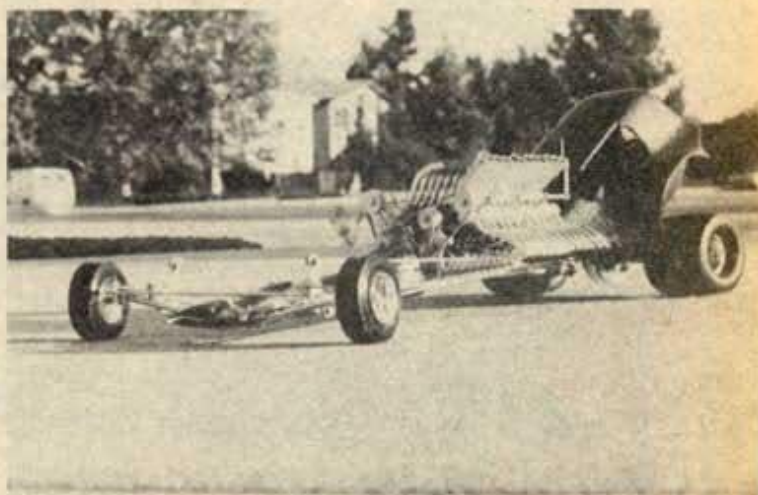


More than six feet of wire was used to accurately detail the engine.

The ultra-wide 24 inch slicks were made by melting two standard slicks together. Recognize the rear end? It's a dual-chain drive lift from the Beer Wagon.

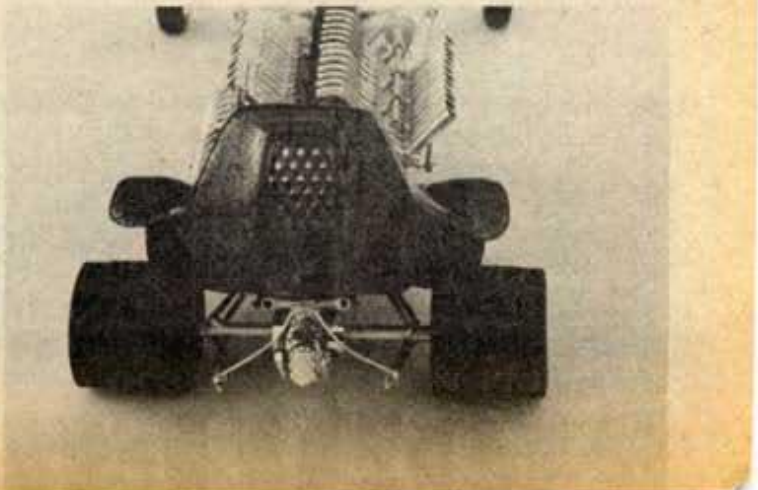


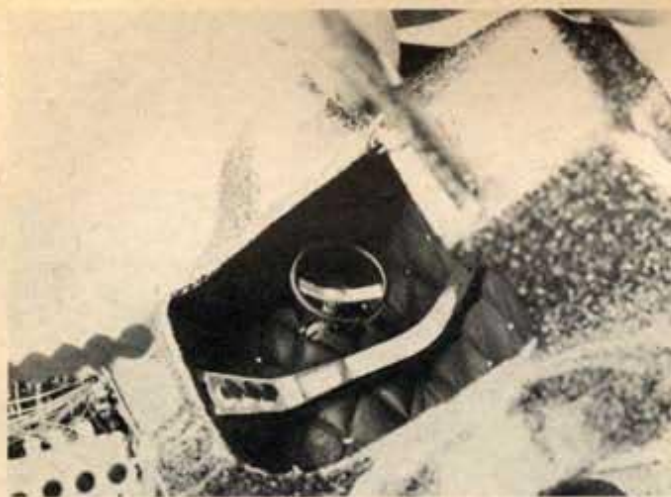
The monstrous twin crank V-24 was built by grafting together four Red Baron engines.



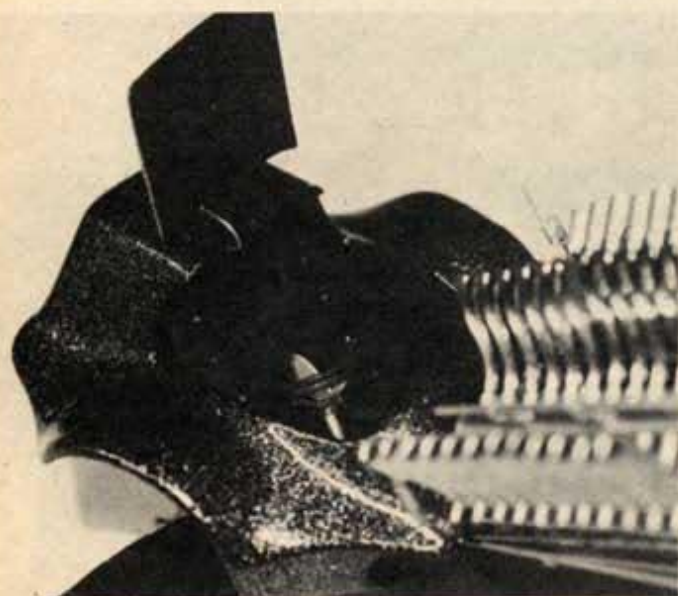
The body is made from a Pie Wagon body narrowed 3/8", chopped 1/2 inch, lower rear window and fenders from the T'rantula. The nose piece is from the T'rantula and has been narrowed 1/4" at the rear.

The flawless paint job is home-grown metal flake. Very fine glitter was mixed with Pactra clear, and sprayed on in twenty coats, with a single coat of candy green over.

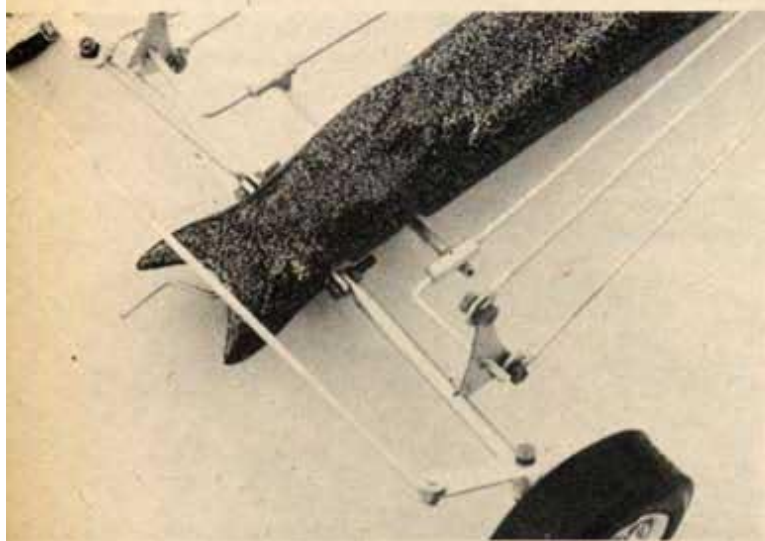




The interior is a modified Red Baron item. The steering wheel and foot pegs were moved to the right-hand side. By the way, the steering wheel will actually turn the front wheels!

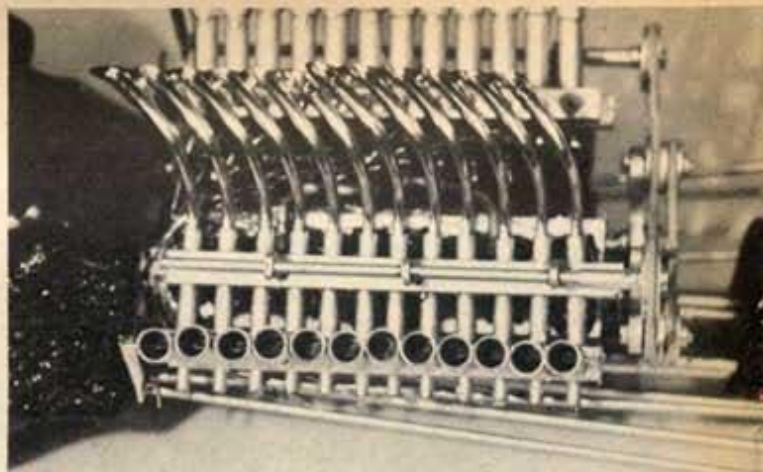


A home made hinge allows easy access to the cockpit.

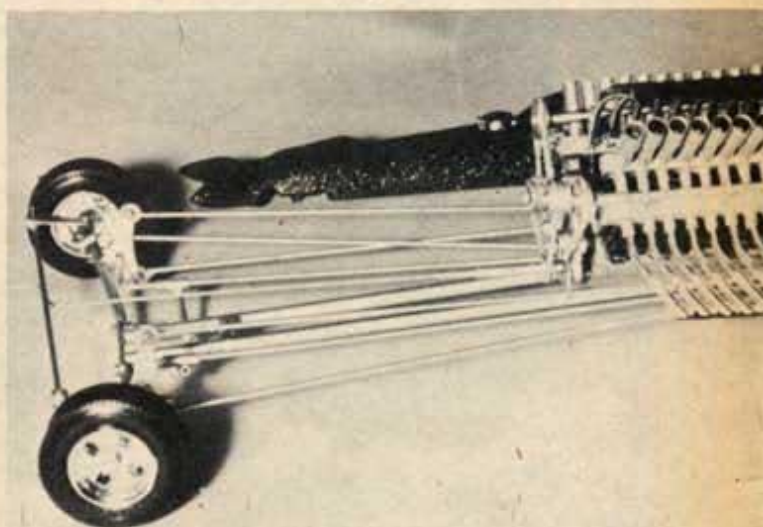


The front suspension and steering is a masterpiece of design. Long torsion bars are used in place of springs. The working steering was made out of brass and jewelers' screws.

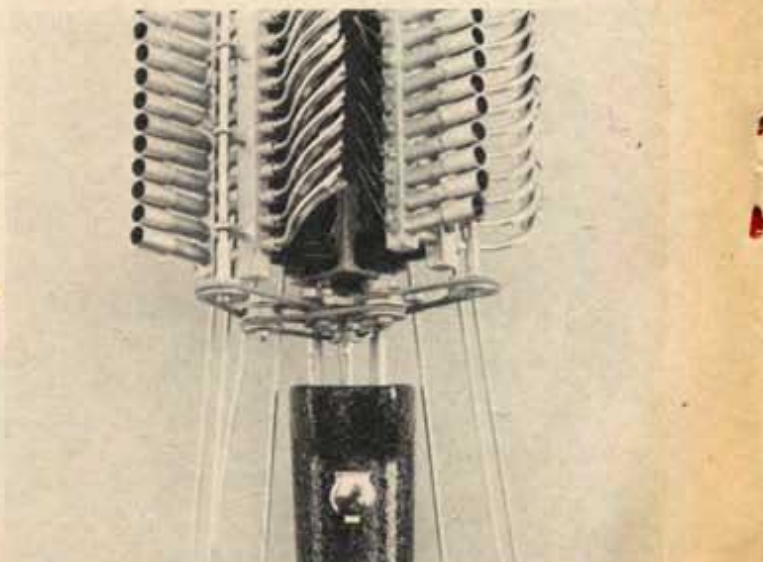
32/Model Car Science



This may be bordering on insanity, but that's what it takes to win contests. The 24 butterflies are machined out of brass and all of them work through throttle linkage!



The entire car is designed to come apart easily. For instance, four jewelers' screws hold the engine in place.



All of the pulleys were machined and are rotated by belts when the crankshaft is turned. The overhead cams rotate as well.

2ND PLACE WINNER

Donald J. Leslie, 1904 Orchard Ave., Compton, Calif., 90221 is the second prize winner of the Monogram contest.

Don's model has more operating features than many real cars that we know of! It features working steering through a gear box and bell crank. The steering column pivots up and out of the way of the driver to provide easy access to the interior.

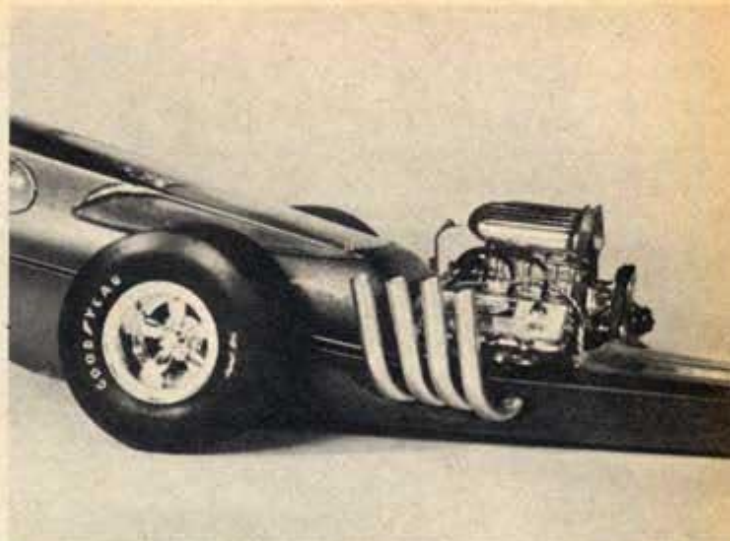
The seat belt and shoulder harness have buckles that actually hook up. The belts were made out of red ribbon, while the latches and all hardware was fashioned out of silver wire.

The rear wheels drive a crankshaft pulley, which turns the blower belt, blower pulley and idler pulley.

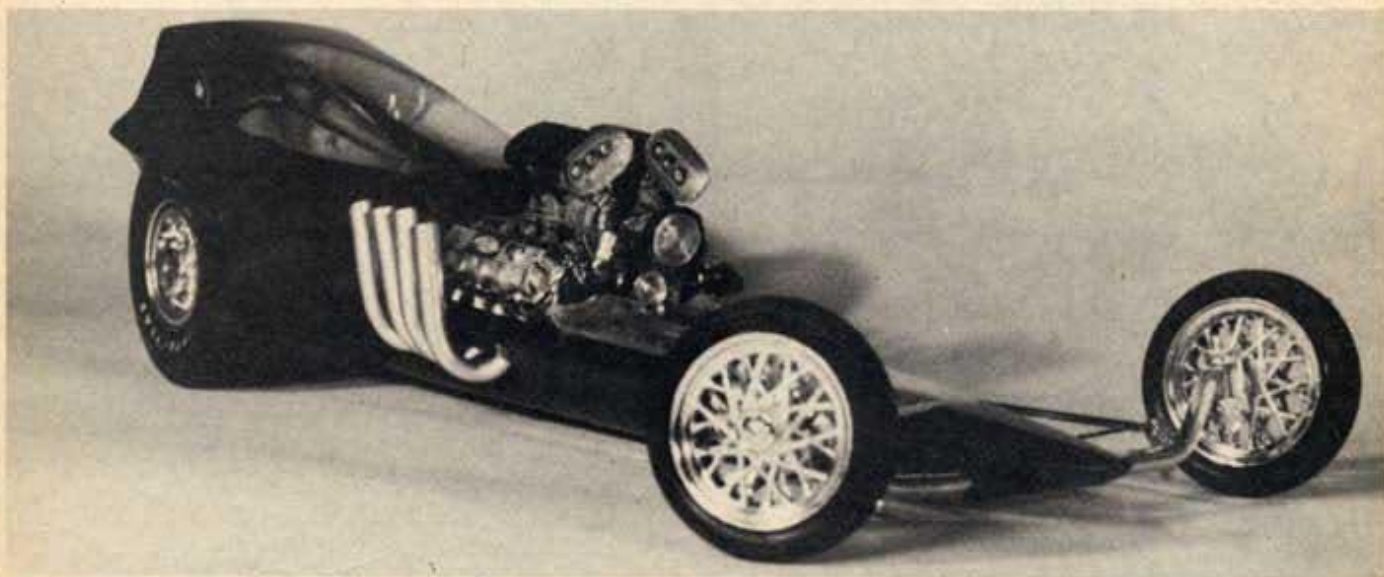
All of the butterflies in the two injectors open and close with the gas pedal.

For his efforts, Don has won \$75.00 and a year's subscription to *Model Car Science*.

For more details on his slick rail, read the captions and groove on the photos.

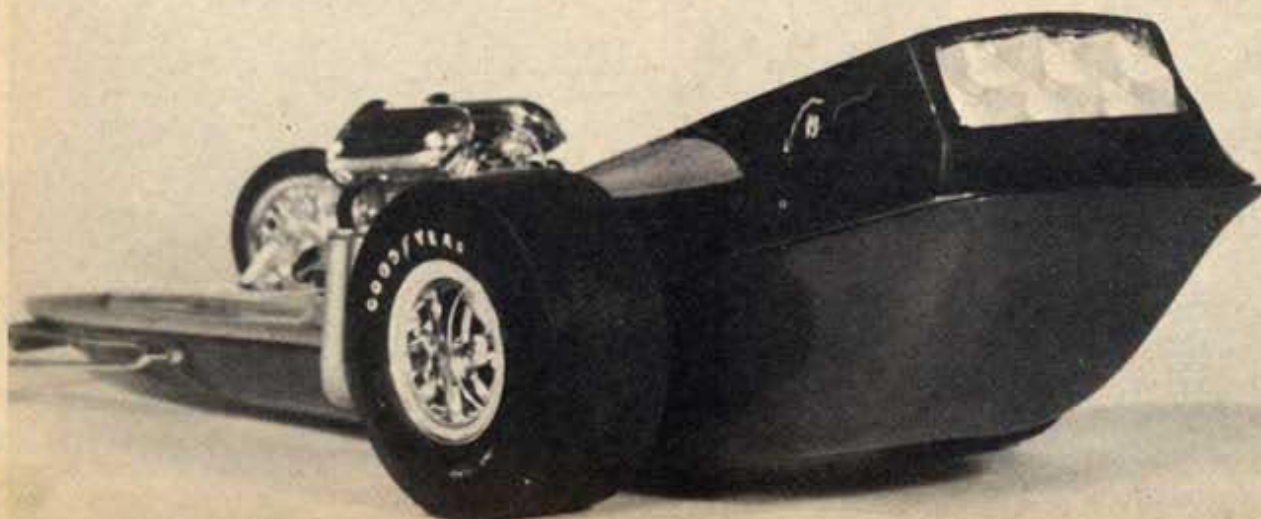


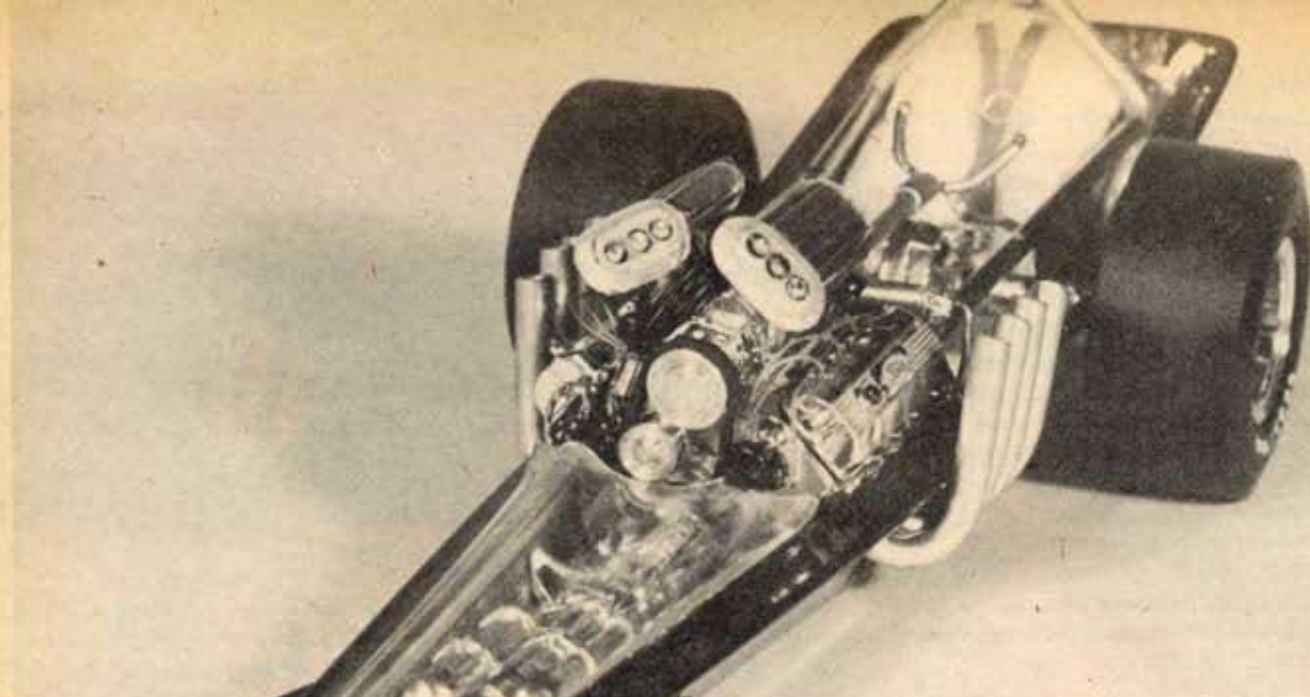
The original top was discarded and a new one was made out of a clear plastic box to match the contours of the body.



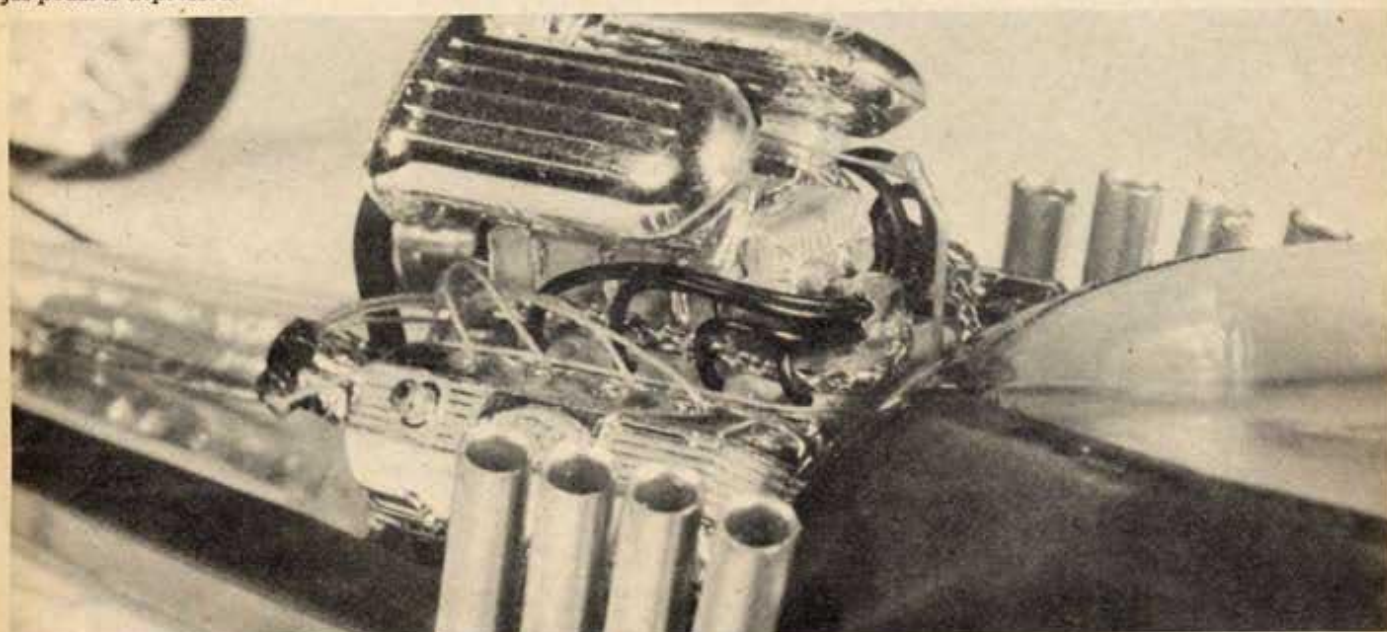
The body for Don's cherry II was originally the Pie Wagon and has since been narrowed 1", cab shortened 3/8" and the nose lengthened 2-1/2".

The rear window was fabricated out of waffle pattern, translucent plastic.





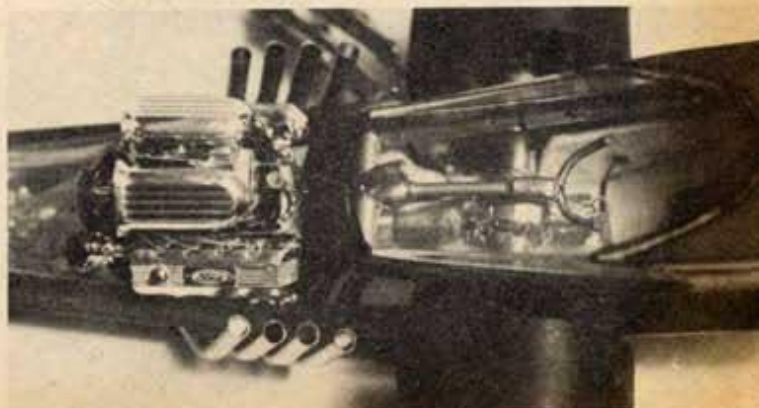
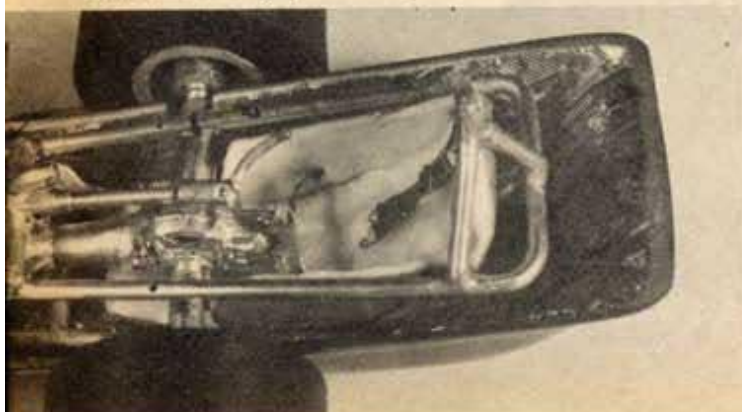
Believe it or not, the tiny 1/16" butterflies open when the gas pedal is depressed!



Every conceivable detail on an engine has been included. Notice how neatly the wires are grouped, as though they were in a harness.

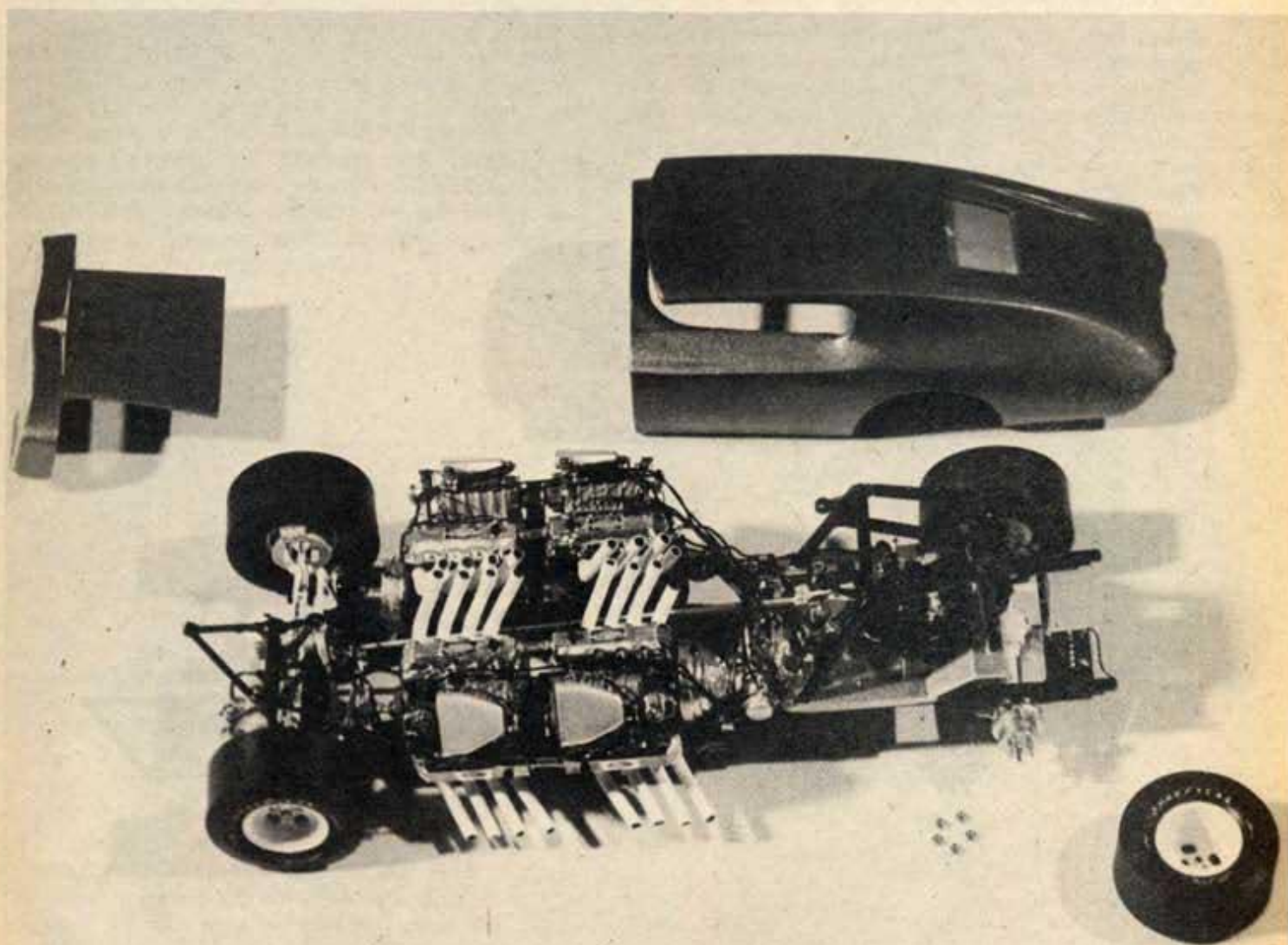
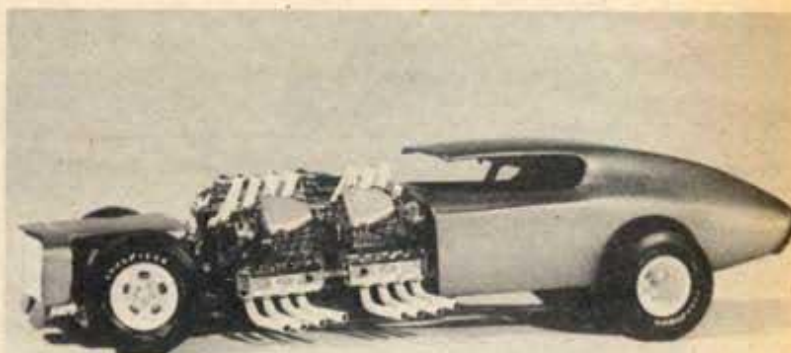
The roll cage and entire subframe was made out of aluminum tubing, epoxied together.

A small grain-o-wheat bulb hidden in the engine causes the exhaust pipes to blow as if the engine was running.

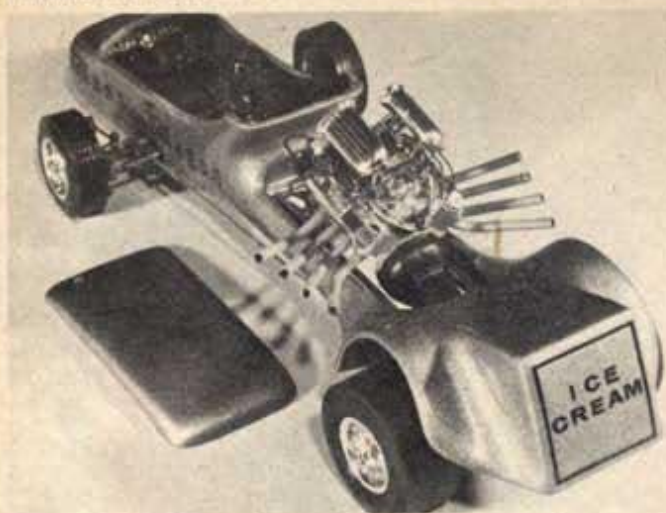


THIRD PLACE WINNER

Shades of Tommy Ivo! It seems as though the world is full of performance freaks. First it was a V-24 and now it's quad V-8's! Marc Melone, 4332 N.E. 68th, Portland, Oregon, 97218, has a real flair for engineering and outstanding craftsmanship. If Marc hadn't won third overall (which is worth fifty bucks and a one-year subscription to MCS), he'd surely have won best operating feature. We almost freaked when we saw the twenty lug nuts that hold the wheels onto machined hubs. All four engines sport working drain plugs, dipsticks and *complete* detailing. The car features four-wheel drive and working steering. The body was originally a Predicta, but it has been reworked completely via blade and putty. The engines are out of four T'rantula kits. (Doesn't anybody just buy one kit anymore?) We could devote several pages on the details of this model but the pictures can better tell the story. The body is painted in rainbow fashion with green sides fading into gold and fire orange.



FINALISTS WINNING A ONE-YEAR SUBSCRIPTION TO MODEL CAR SCIENCE



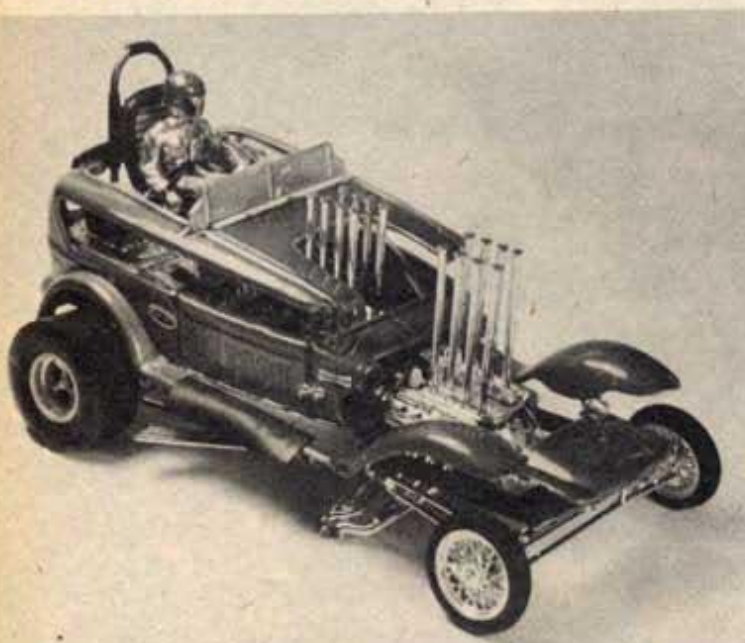
James Paul Hamill
1257 E. Mesa
Las Cruces, New Mexico 88001

This is hardly the Good Humor Man chugging down the street. James Paul Hamill, of Las Cruces, New Mexico, has built the "Wasp Wagon." (T'rantula Wasp, of course!) His model is T'rantula based with a lot of cutting, styrene and putty. The paint is lime gold metalflake and clear. The engine is detailed with copper wiring and styrene parts. Transmission and rear end are from the Paddy Wagon and the wheels are from the Pie Wagon. Jim built the frame and suspension from brass, piano wire and 00-90 nuts and bolts. Everything is chrome plated. This Wasp Wagon steers from a tillar in the cockpit.



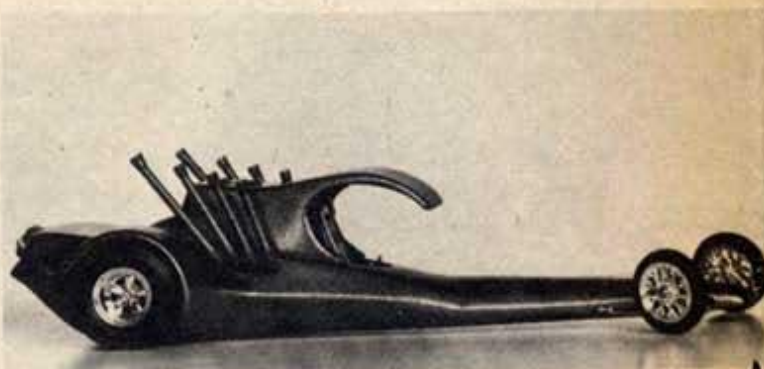
Joseph Abell
6427 DeLoache Ave.
Dallas, Texas 75225

Joseph Abell, from Dallas, Texas, built the Laureate VII using parts from five Monogram kits. The main design is from the Futurista kit with the custom bubble from the '58 Thunderbird. The nose, in three pieces, and the chassis were completely scratch-built from sheet plastic and the engine and rear wheels from the Hurst Hairy Olds kit. The interior details are from the T'rantula kit, with the exception of the seat, which is from the Ultra Truck. The front axle was built from brass tubing, brass sheet stock and piano wires, and is held together with 00-90 jeweler's nuts and bolts (without a wrench!). By the way, the name "Laureate VII" is derived from the French word, laureat, or "prize winner!"



Todd Craig
29 Melbourne Way
Basking Ridge, New Jersey 07920

Todd Craig, of Los Angeles, California, built his "Dream Dragster" mainly from one "Lil Coffin" and two "Boot Hill" kits. Craig lengthened his "Boot Hill Express" chassis by 7/8". The detailing includes complete engine wiring, wrinkled slicks and a chute cord. Craig scratch-built the roll bar. Other details of the "Six Pack" include hydraulic brake cables, a molded in spoiler and working dip sticks.



Brad Hunt
2321 East 6th St.
Anderson, Indiana 46012

This Custom Rail, which is based on the "mid-engine" idea, was built from two T'rantula kits and one Pie Wagon kit. The front portion of the T'rantula received a "nose job" and all the bulges were removed so that it could be mated to the Pie Wagon body. The T'rantula engine was completely detailed with hydraulic throttle linkage, ignition wires, fuel lines, oil pressure line, and an explosion blanket. The blower caps are made from real red metalflake upholstery material which snap right on the blowers during the custom car show scene. Brad Hunt, of Anderson, Indiana, is the proud owner of this model. Great photography, Brad!



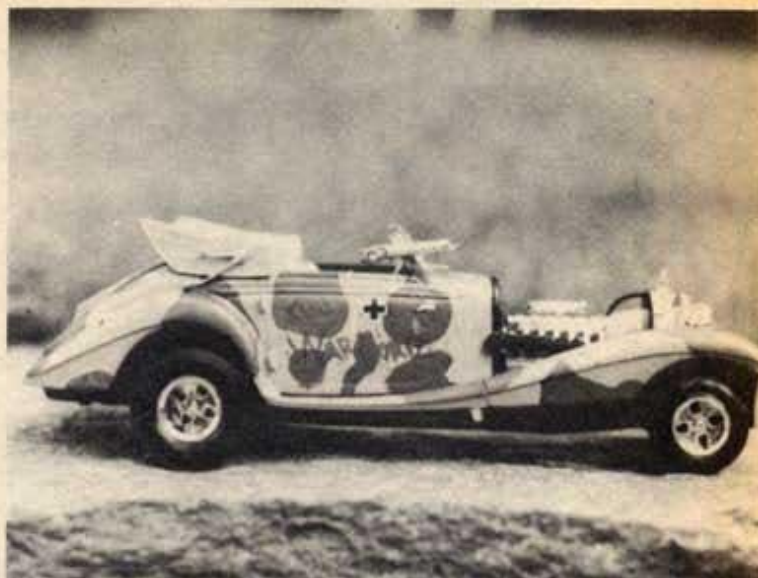
Eric Gilbert
17252 Flanders
Granada Hills, Calif. 91344

One free subscription coming up for finalist Eric Gilbert of Granada Hills, California. Eric built the Red Baron Model (Watch out, Snoopy!), a roadster body style. The color is a blend of candy red and gold covering the bottom and rear. The interior is white and gold. Detailing includes an "old" trunk used to store tools and headlights. The gas tank and engine are from the Tijuana Taxi and engine parts from other Monogram models. The fenders are from the Paddy Wagon. All this for an "out in the country look" roadster.



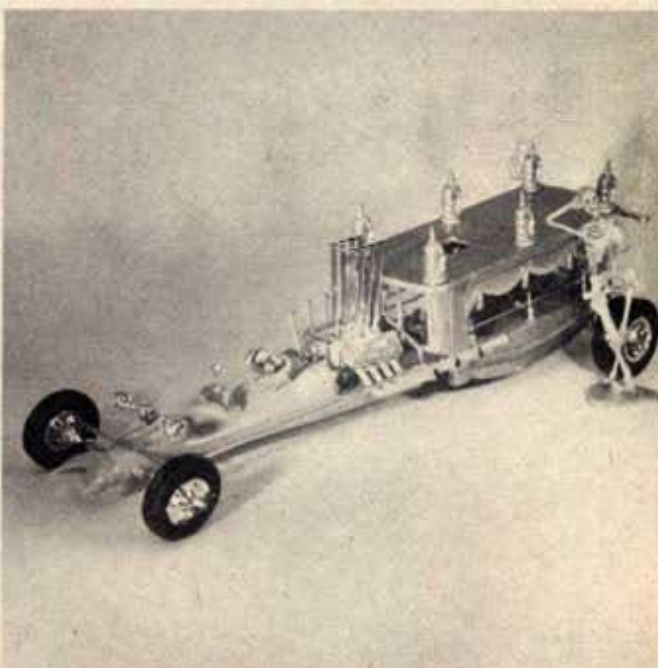
Warren Ryanes
782 So. 12th St.
Newark, New Jersey

The engine of this dream dragster built by Warren Ryanes, of Newark, New Jersey, really works. It operates through a small three Volt Remco motor that is epoxied inside of the blower section. Power pulley was mounted slightly off center to make the engine vibrate when it is turning. The wheelie bars are made of balsa wood and wheelie wheels are No. 1 airplane tires. The bucket seat is from Monogram's Big Jaguar. The seat is padded with foam rubber and covered in real leather as is the rear deck section. Then Warren used black shoe polish to achieve an even more realistic look. That driver who looks like he's ready to roll was made from a small imported army doll and the racing suit is a cut down G.I. Joe space suit. The parachute is of foam rubber and cloth.



Paul Geen
111 Hoyts Hill Rd.
Bethel, Connecticut 06801

Hailing from Bethel, Connecticut, Paul Green made his model from two kits, the Mercedes-Benz 540-K Cabriolet and the Red Baron. The wheels, fuel injected overhead cam Mercedes-Benz aircraft engine, rear axle, and machine gun were from the Red Baron. The rest is from the Mercedes kit. The bumpers and hood were cut and the rest of the Mercedes kit was built stock. Paul painted it wood, with spots of flat green and brown for camouflage. He named it "The Warlord," and painted it in "blood red."



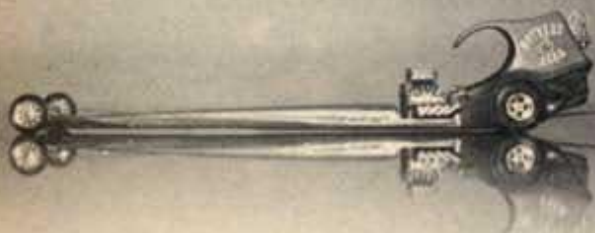
Russell Kietzman
1776 S. Palo Verde
H-13, No. 7
Tucson, Arizona

Another finalist soon to receive his free subscription is Russell Kietzman, of Tucson, Arizona, who made his model from the Boot Hill Express body with the T'rantula front. The body is gold; the roof ornaments and curtains are silver and gold fringe. Russ powered it with a T'rantula engine.



Robert Sheffer
1524 W. Main St.
Richmond, Indiana 47374

Robert Sheffer, of Richmond, Virginia, took a Monogram '32 Ford (using only the fender-running board area) and placed a "Sizzler" dragster nose and forward body section between the front fenders. He formed the interior out of scrap plastic. He used a slightly modified Bantam coupe body (Sizzler kit) and various parts from the Monogram S'cool Bus kit (seat, roll bar, gas tank, etc.) and added handmade fuel-injection manifolds on Boss 302 Ford engines ('32 Ford kit).



David Layne
3800 Marigold Lane
Modesto, Calif. 95350

The "Pie Wagon" (reduced in width) and the "T'rantula" bodies were fused, and the front end was hand carved of balsa. The steering works and the engine is completely detailed (including spark plugs). The paint is fifteen coats of metalflake lime green and metallic gold faded into each other. David A. Layne, of Modesto, California, (who built this model) really digs the interesting design - and so do we!



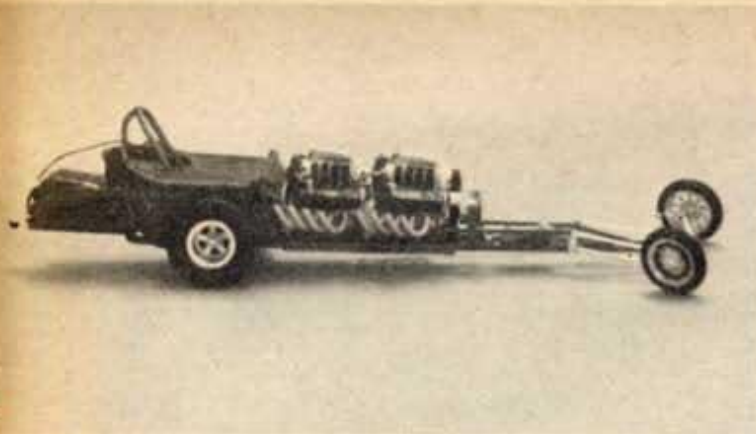
John Heller
418 S. Westgate
Los Angeles, Calif. 90049

The Fang Tang Olds has an Olds 448 hemi-engine with full fuel wiring, and all parts of the engine are completely detailed. Psychedelic fabric was used on the interior to upholster the seats and inside panels. Having no parachute, it depends on its brakes at the end of the quarter mile (the hood scoop cools off the front brakes). The roof was chopped off $\frac{1}{4}$ " and puttied smooth. Using the Vee Dub in our July issue, the fenders were widened $\frac{1}{4}$ ". This entry brought John Heller, of Los Angeles, California, in as a finalist and he will also receive a free subscription to Model Car Science.



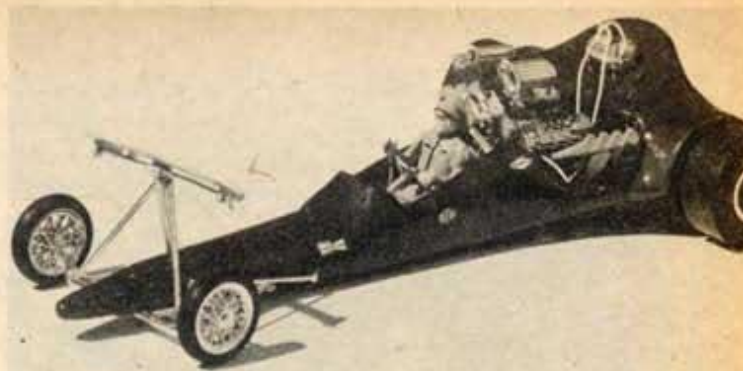
Paul Murphy
544 E. 11th St.
Spokane, Wash. 99202

This "Crowd Pleaser," built by Paul Murphy, of Spokane, Washington, is a digger made from the T'rantula and Little T. The completely detailed "429 Hemi" is designed to be disassembled and pulled free from the chassis. The paint is silver metalflake with candy blue fogged around the edges and on the windshield. The design (in blue) on the nose and behind the interior was done by air brushing the blue over a plastic doily. The whole front end works, and was made from piano wire, jeweler's nuts and bolts, and brass tubing. Both the front and rear tires are bolted on with jewelers' screws. Note the scoop in front of the engine, the "tear-drops" behind the fenders, and the removable nose section of the model to show off the chassis.



Wes Hofferber
610 Wagon Wheel Dr.
Lebanon, Oregon 97355

Wes Hofferber, from Lebanon, Oregon, started with a "Little T" and two "T'rantulas" and decided to build a double A gas rail. He scaled out a 120" frame, set up for the dual overhead cam Ford Mills. He then adapted steering to the T'rantula's dropped axle. The body is a '23 Roadster. The paint is candy pearl orange and black spider-webbing.



Greg Holde
Rt. 2 - Box 122 R
Excelsior, Minn. 55331

This entry, complete with driver, is called "The Foiler" and was built by another finalist, Greg Holde, from Excelsior, Minnesota. The color is metallic blue. Plastic wood was used for the body styling: the T'rantula and Red Baron models were used. Greg's operating feature is the air foil mounted on the front, which moves up and down. The engine is a 427 in. double overhead cam with offset blowers.



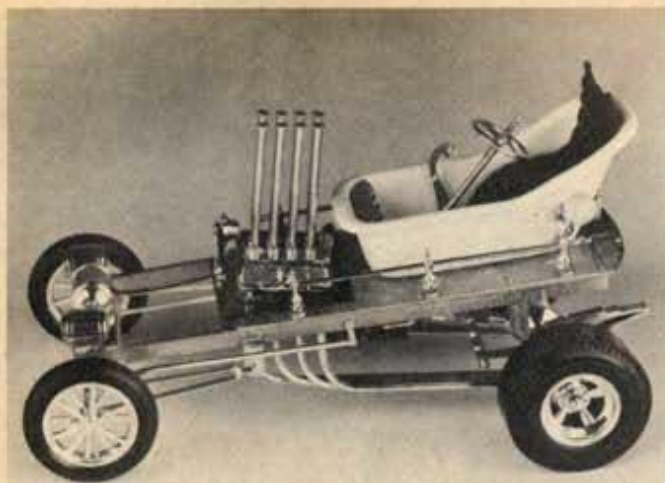
Bob Rhodes
417 E. Victoria
South Bend, Indiana 46614

Colonel Klink may be looking for his helmet these days, but we've found it atop this entry built by Bob Rhodes, of South Bend, Indiana. The kits used to build this "beer peddling machine" are the Red Baron, the Beer Wagon, and the Boot Hill Express. The Boot Hill engine was cut and altered to fit the cab of the Beer Wagon and modified chassis of the Red Baron. Bob purposely made the paint job bad to make it look old and used. And what did he call it? What else - the Beer Baron!



Joseph Kaye
8316 Tobin Rd.
Apt. 23
Annandale, Virginia 22003

The Monogram Little Coffin was the basic body kit used for this entry. The main shell was moulded smooth with epoxy filler. The top was chopped and moulded directly to the body. The top panel was utilized for an entry hatch. The Grille Shell (gas tank) was taken from the Green Hornet. A Plastruc Bubble was cut for the windscreen. The Nerf Bar is a portion of a scrap chrome "tree." Small coil springs provide a working suspension. The chassis is fully wired and detailed. Unusual detailing includes: fishing line for the fuel lines; map tacks for the exhaust plugs; and this man's wife donated her necklace for the exhaust plug chains! The interior is customized, yet functional, with single offset bucket seat, white (felt) carpeting, parachute release, and homemade (velveteen ribbon) seat belts and shoulder harnesses. And we owe it all to Joseph R. Kaye, of Annandale, Virginia.



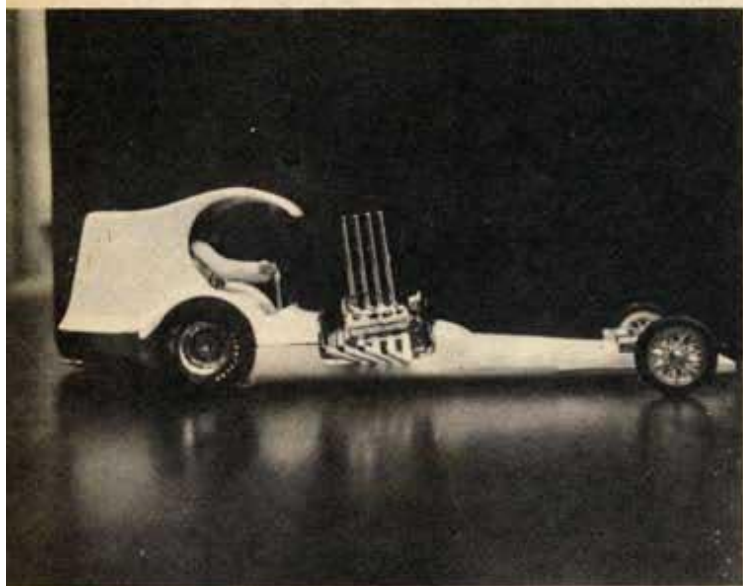
Michael Sarno
15 Tennyson St.
Somerville, Mass.

Anyone for their Saturday Night Bath? Michael Sarno, of Somerville, Massachusetts, doesn't think you should waste any time, so he's designed a "scrub as you drive machine." From the Boot Hill Express he used the floorboard, frame extension, engine, front axle, radius rods, instruments, steering wheel post, and fuel tank. The Tijuana Taxi donated the heads, tie rods, fender seats, and the accelerator and brake. He took the bathtub from the Bathtub Buggy, along with the taillights, headlights and the nameplate. He used the Little T drag link and painted it with paints by Pactra.



Kenneth Baker
Rt. 1
Nicholasville, Kentucky 40756

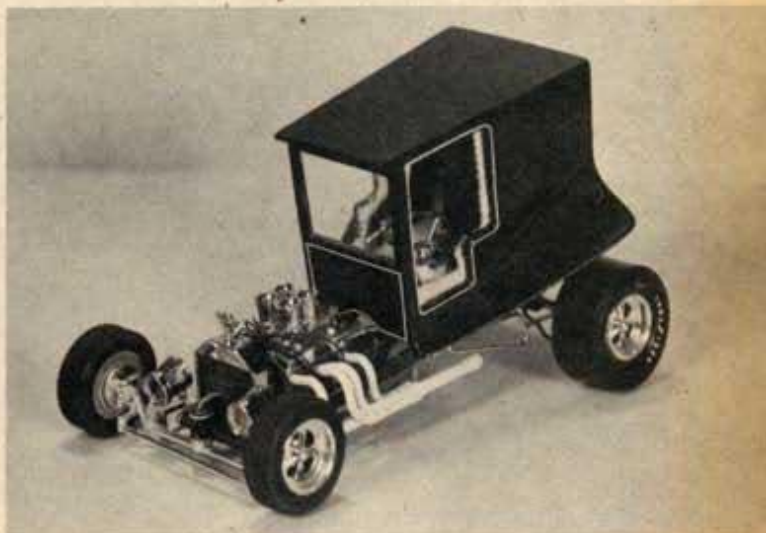
Kenneth Baker, of Nicholasville, Kentucky, built this model, a scratch-built motorcycle. Power is the 427 Ford from the T'rantula. It is blown and fitted with six carbs. The frame is made from coat hanger wire, soldered together. The steering and working forks are made of tubing and pins, as is the brake assembly. The rear tire is four slicks epoxied together. The detailing includes working gas cap, oil chain plug, and dipstick. Also, Ken has added the throttle, brake, fuel ignition and oil lines.



Eddie Porter
1606 Rochelle Court
Chamblee, Georgia 30341

Eddie Porter, of Chamblee, Georgia, explains how he built his version of the Dream Dragster: "I cut the top off the T'rantula, narrowed the Pie Wagon body to fit, sanded down irregular places and applied five coats of gloss white paint. The Chrysler Hemi is from the Boot Hill Express. The exhausts are cut from T'rantula exhausts; the wheels are from the Beer Wagon; and the windshield is cut from a sheet of plastic." Well said, Eddie, and well done!

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Charles E. Gilliland III
44536 Leatherwood Ave.
Lancaster, Calif. 93534

Charles Gilliland, III, of Lancaster, California, told us "You can't describe this car in 50 words," and we have to admit it's a beaut! The models used were the Little T, the Boot Hill Express, and the Pie Wagon. The body was scratch-built. The Chevy engine is equipped with fuel lines, plug wires, brake lines, radiator hose, accelerator linkage, and oil lines. The lights and suspension (independent coil) actually work. The paint is burgundy (Diamond Flake) with a gold undercoat. The interior is velvet and corduroy. And Chuck calls his Dream-dragster "The Happy Valley Dairy Truck."



Dale Bowman
3792 Claque Rd.
Northholmstead, Ohio 44070

They say good things come in small packages, and Dale Bowman, of North Olmsted, Ohio, assures us that his car is a cool Dragster. The front wheels, rear end system and front end are from the Pie Wagon. The interior has wood grain seats; the paint job is green metalflake. Dale's shortened version of the Pie Wagon placed him as a finalist and he'll be receiving his free subscription to Model Car Science along with our other finalists.



"BEST OPERATING FEATURE" WINNER

Peter Larkowski, age 15, 2427 So. Dahlia Lane, Denver, Colorado 80222, is the winner of our Best Operating Feature award. Actually the car won this award for more than a single feature.

The frame was built from three feet of brass tubing and features working steering, front and rear suspension and rear end assembly. The model started out as the Monogram Sand Crab and had more than 100 hours lavished on it toward completion.

Other features include full detailing, real wood floor pan and dash. The wild looking seats came from the Pie Wagon kit.

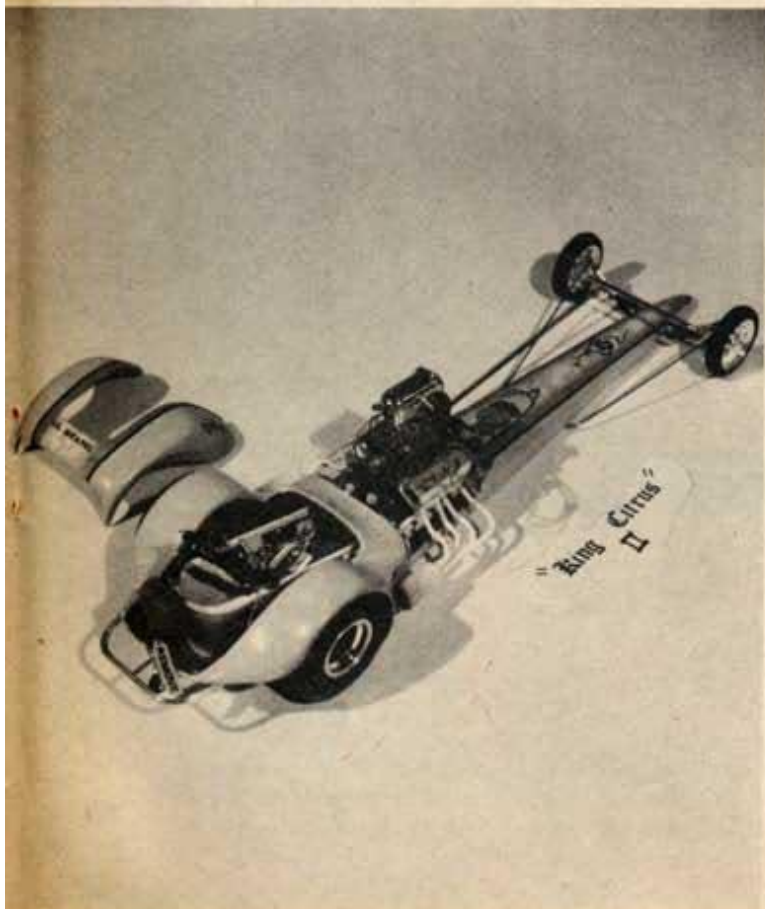
"BEST PHOTO" WINNER

It's really a shame that we didn't have a best paint category, as well as best photo, because Paul Skoda, 1704 Helderberg Ave., Schenectady, New York would have won it too. His King Citrus II is painted yellow, with white lace, bordered by orange fogging and black pinstriping.

The body is a modified T'rantula with an extended homemade nose and rebuilt rear end. The exhaust dumps into screened exhaust ports on the fenders.

The slicks, some chassis components and some of the engine parts came from the Swee 'T' ee kit. The roll cage is made from scrap plastic with vinyl tape for padding. The detailing is complete right down to the small "remove" sign on the parachute.

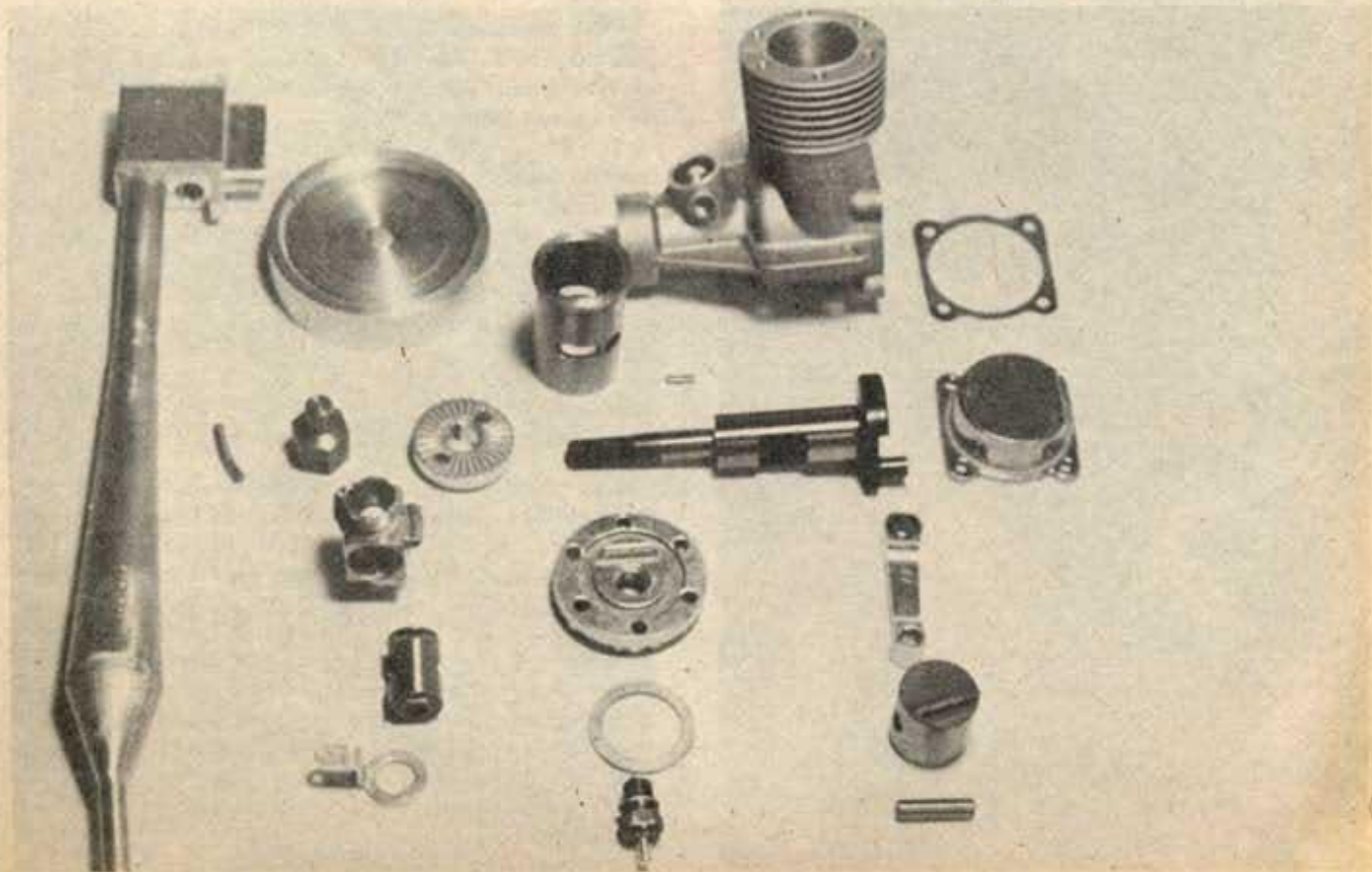
Congratulations, Paul, your \$25.00 is on its way.

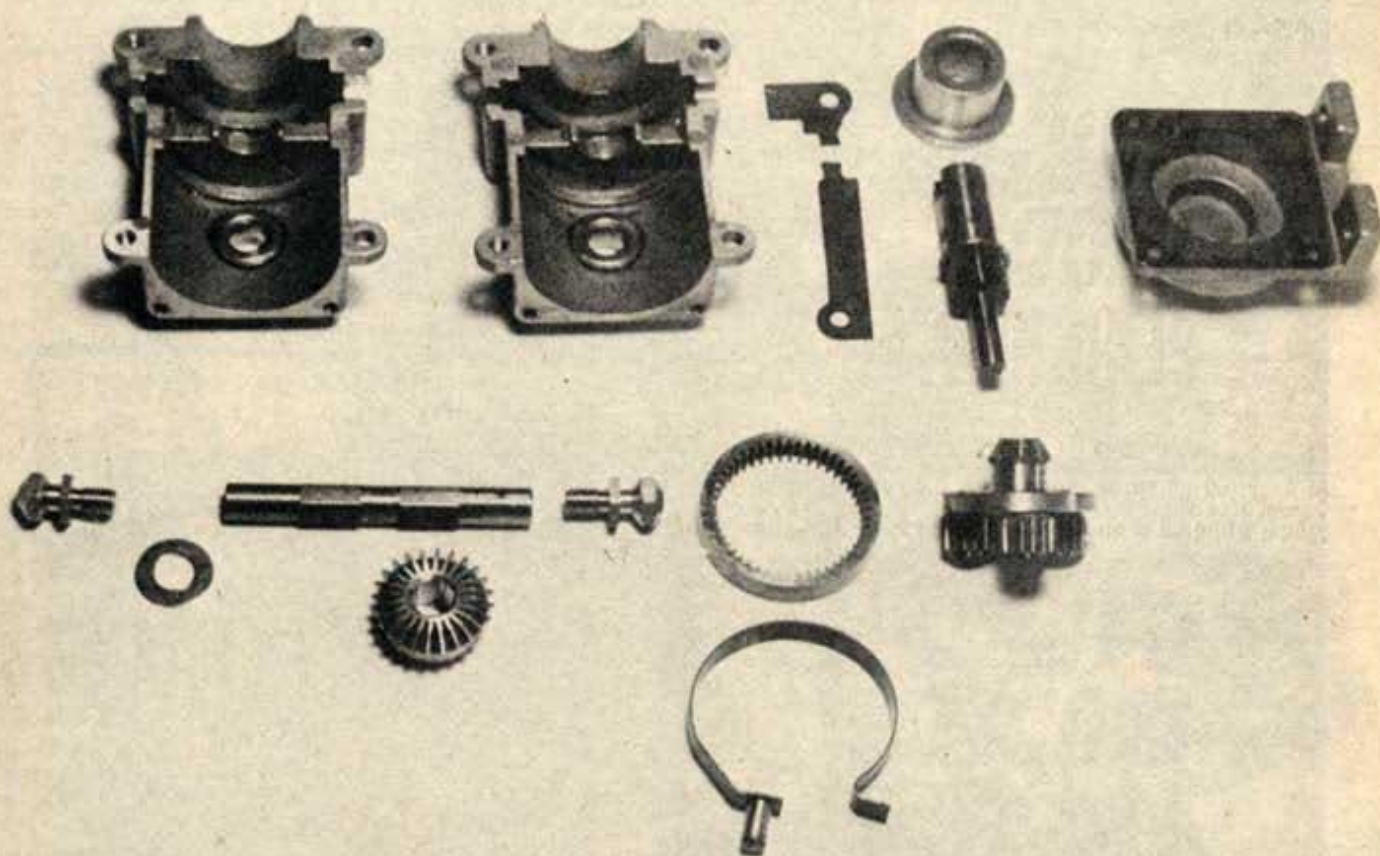


By Phillipe de Lespinay

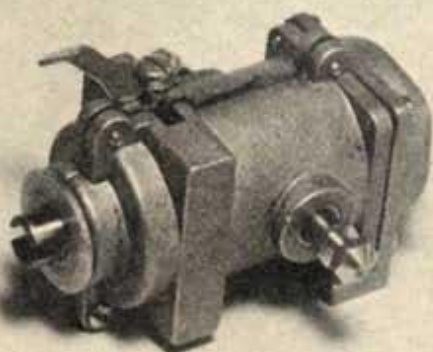
PART ONE

Our Veco motor (the Dynamic car is sold less motor and r/c equipment) is a sophisticated racing motor. We're using an expansion chamber in place of a muffler, and have done a few other things to modify the motor for our own personal use. A modification article on this type of motor is in the works. For now, use a stock motor.

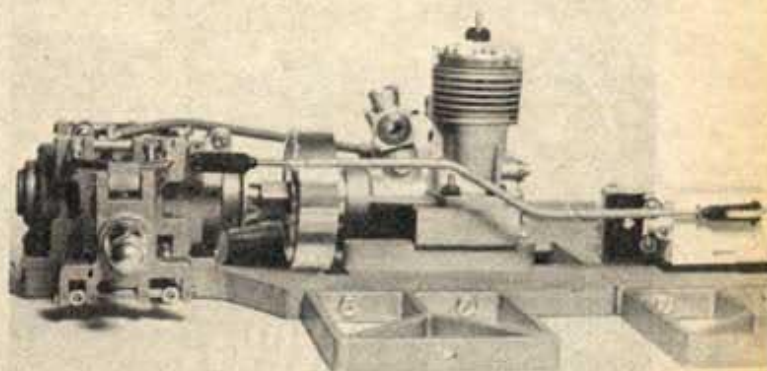




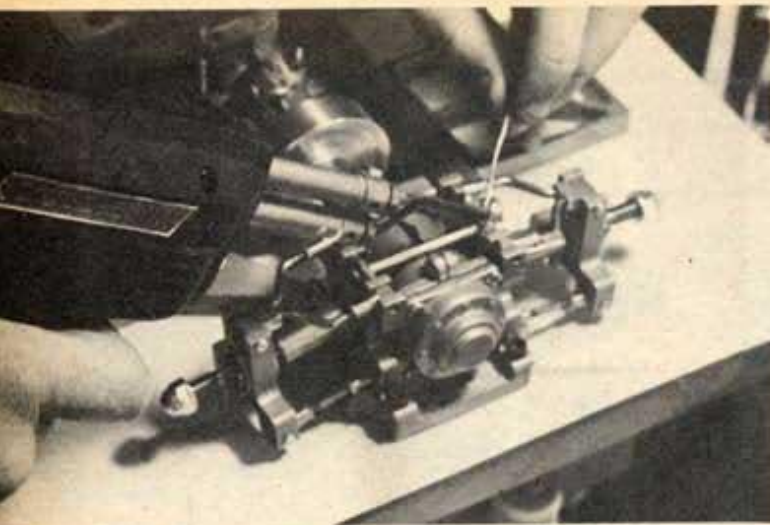
The "heart" of Dynamic's torque converter. Check each part carefully to make sure there's no binding anywhere.



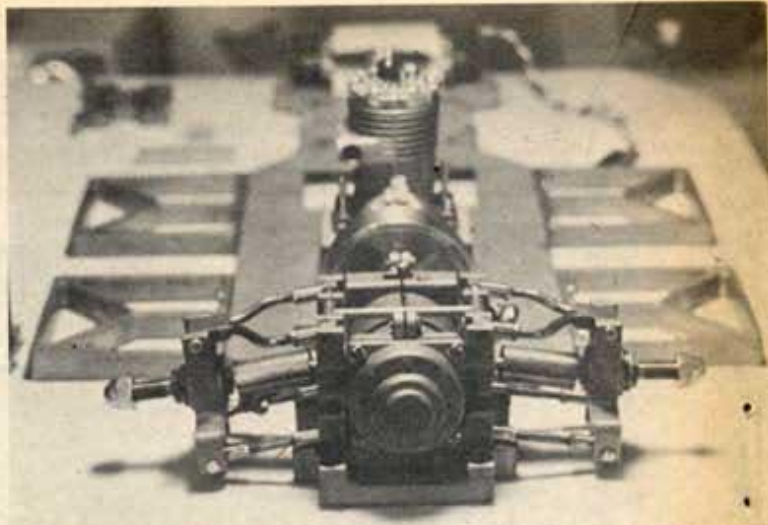
Assemble the torque converter, and fill with toothpaste and oil. This is strictly for break-in. The ideal way to be sure of thorough break-in is to install the torque converter in the mandrel of a lathe and let the lathe turn it for one hour. Then disassemble the torque converter and cleanse it with trichloroethylene. Then reassemble and put Bardhal VBA in place of the Dyna-lube.



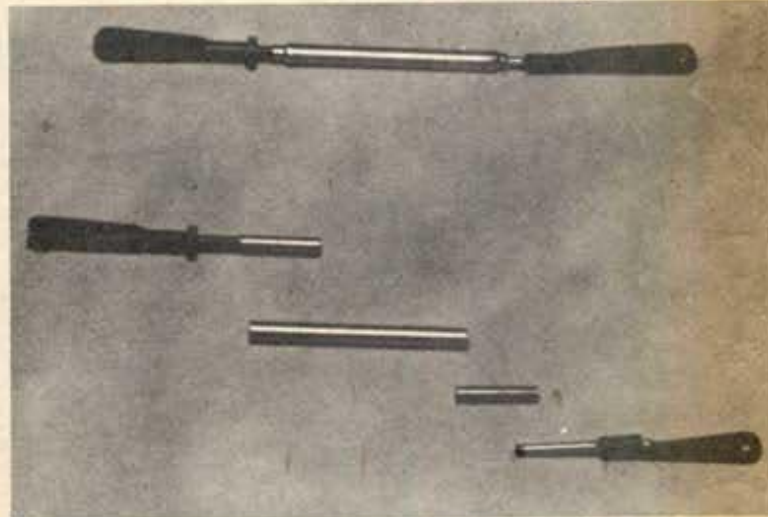
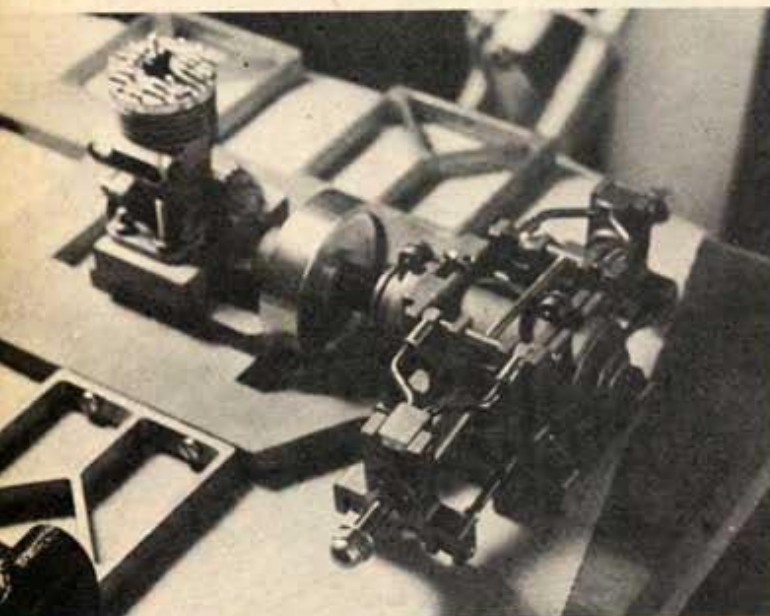
Install the motor in the chassis, using hardwood motor mount blocks. Every servo will also be installed on hardwood blocks. It's the best means of mounting.



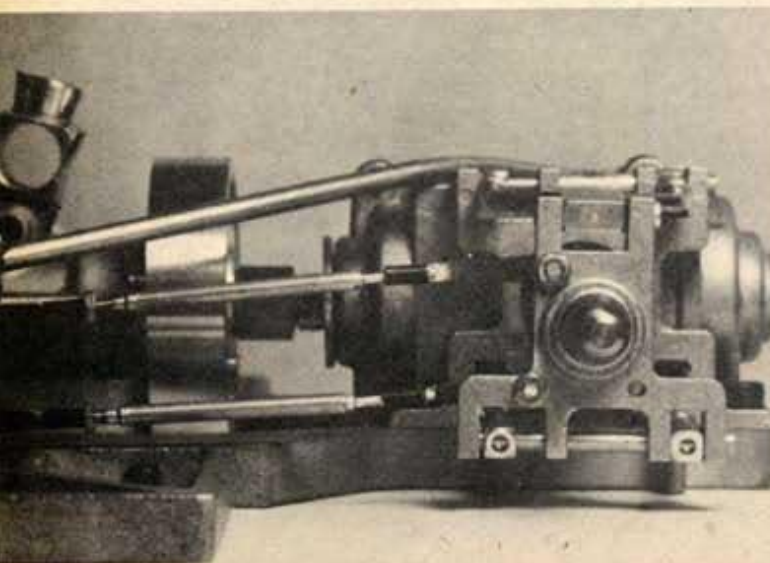
Cut six pieces of .120/1000" tubing and solder them in place in the front and rear suspension as shown, to eliminate the possibility of a rupture.



By using this method you can disassemble the suspension without trouble.

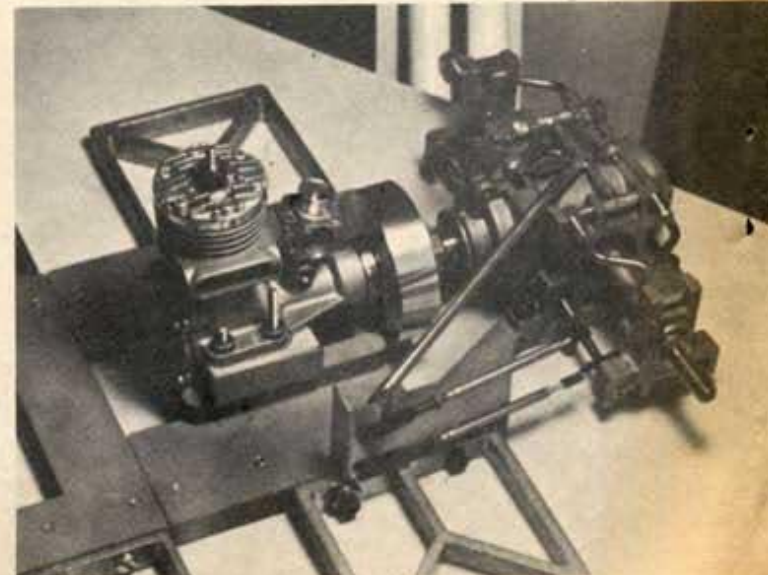


Cut a piece of .090" tubing. Use relays from radio control system to build four rods, as shown here. One side is adjustable.

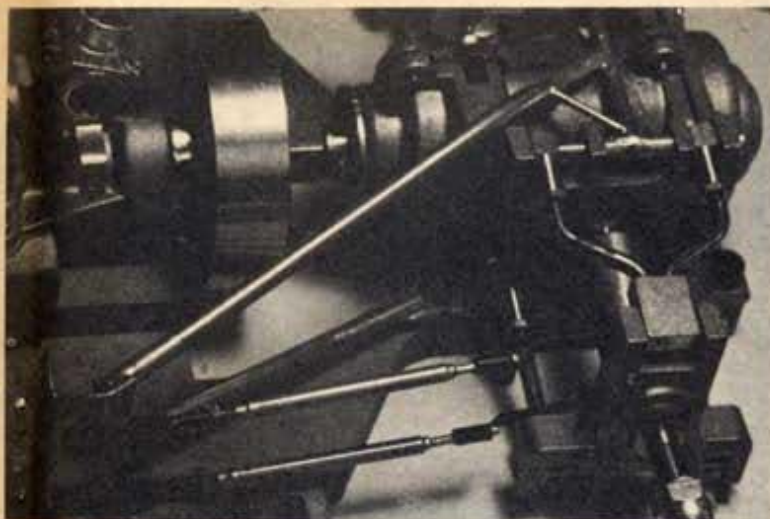


Drill two holes in each rear wheel support. Mount the rods on this part.

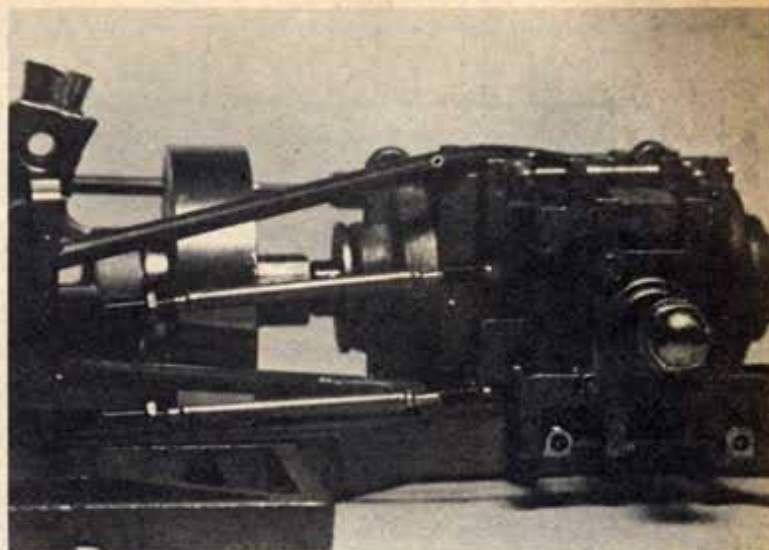
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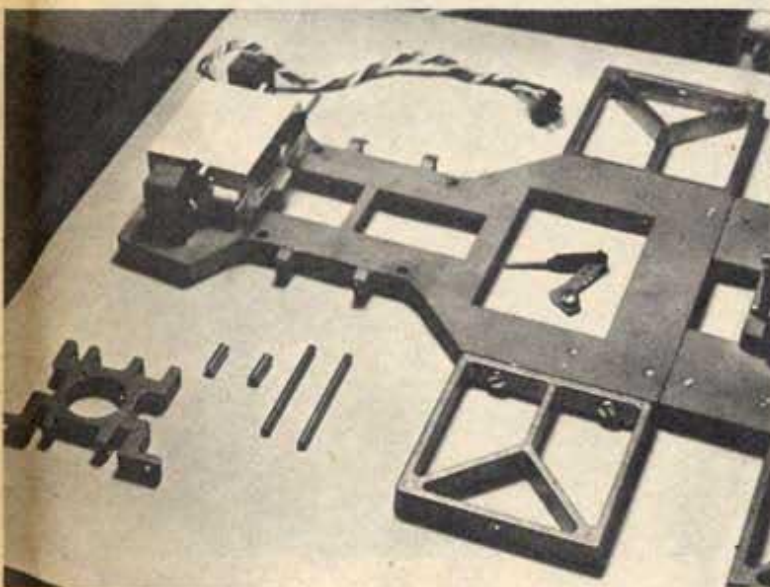
Mount the other end of the rods to a thick plate brass, which is mounted to the frame, as shown here.



Further reinforce this section with two pieces of .120" brass tubing, coming under and over the gearbox. Do the same to the other side.



Now the suspension looks more like a Grand Prix car's suspension. The rigidity and handling are much improved.



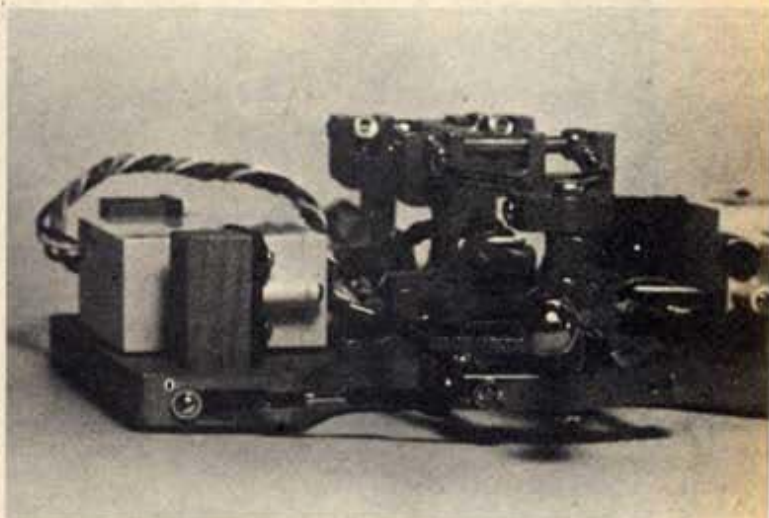
Install the front steering servo; mount the front suspension.



Adjust every rod roughly the same length, to begin with. Fine tuning will come later.



Mount the front suspension on the frame. Mount the same reinforcing rod between the two (left and right) front suspension units, then add another rod on the bottom, on each side, which makes the suspension arms more rigid.



Suspension should go up and down, not forward and backward. Our method of providing rigidity is effective. Next month we'll conclude our modification article on this chassis.

THE SAND

By Robert Schleicher

CRAB

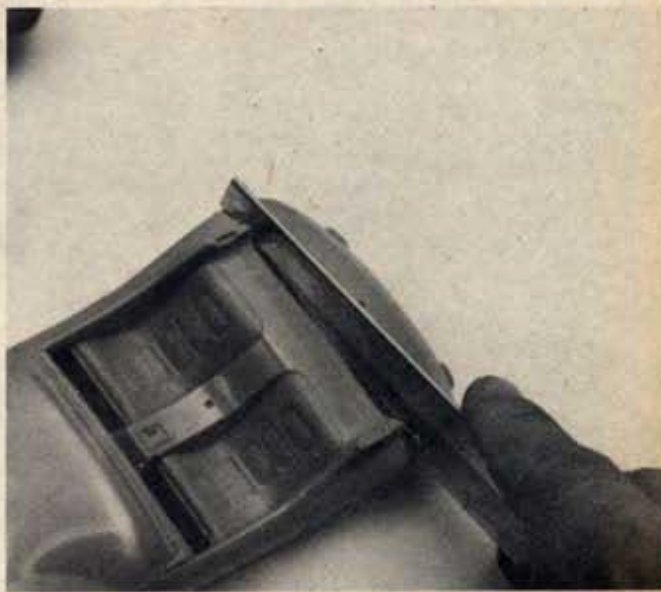
There was another time in the history of the automobile when cars were as much for fun and put-on as they are now. The "Classic" era of the thirties spawned dozens of designs and styles that were never to be seen again among people that were looking for something different. One automobile style that passed into history was the four-passenger, four-door, convertible called a "phaeton" (pronounced fay-a-ton). Now that young-thinking automobile fans are turning to rods, sporty cars, super cars, and dune buggies for fun transport, we feel it's about time the four-passenger "phaeton" was revived as a "Fun Phaeton."

Monogram's two-passenger, Daniels-designed, "Sand Crab" was selected as a starter for our four-passenger "phaeton." The air foil styled roll bars seemed to lend themselves to a paired appearance and the unusual style of Daniels dune buggy promised a unique look if our conversion were successful. The engine and suspension were left just as they came from the kit; both display the fine detail that has made Monogram famous for precision molding. The trim exhaust plumbing is especially nice as it wraps its way out of the VW-1600. You'll need two of the "Sand Crab" kits for the four-seater.

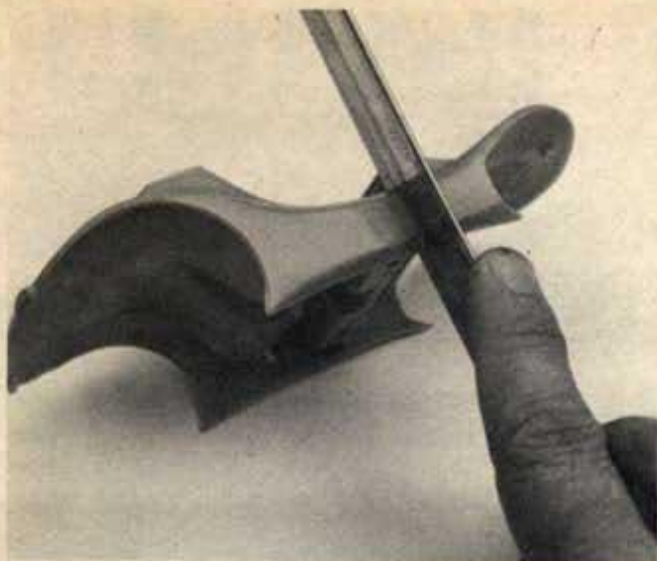
Fitting two body panels together, on either a model or a full-size car, is one of those jobs that requires a good bit of body putty. We'd recommend the metal-base "automobile body filler" types sold for real cars by the various chain stores like Western Auto or Gambles. If you cut both "Sand Crab" bodies at the exact points we have indicated, the mating of the two will be eased considerably. Be sure to shape the back deck of the front body before gluing it to the rear. Note also that the wheel well area of the front body must be reshaped to allow entrance space for the rear seat passengers. Use a minimum amount of glue; allow it to dry for at least 48 hours and then apply the body filler, sand and paint.



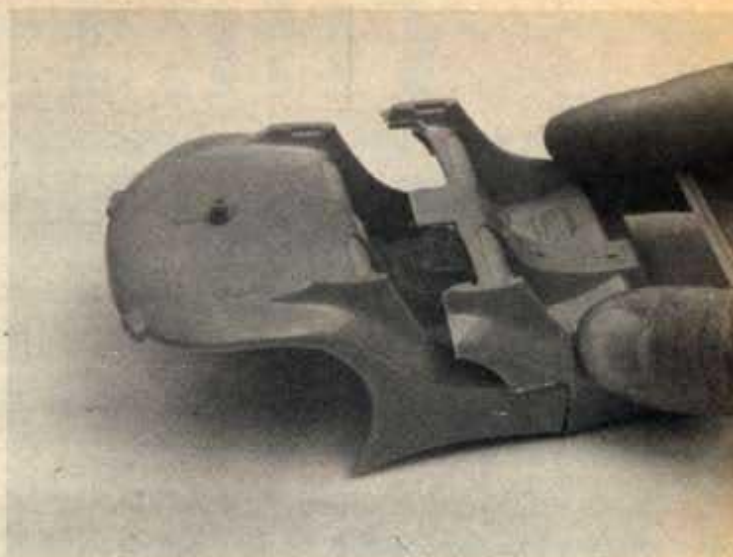
A three-quarter inch chunk must be sliced from the "front" body to begin the four-seater conversion. Use a razor saw here.



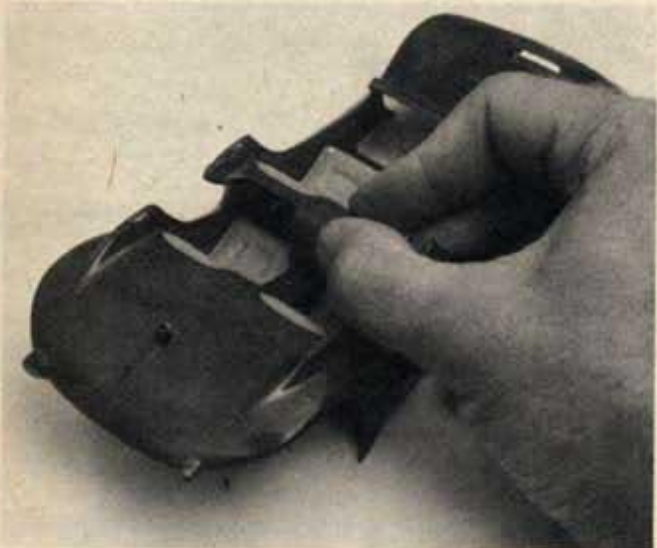
The rear deck of the "front" body is cut off just behind the roof supports. Mark cutouts in the remaining deck to match seats.



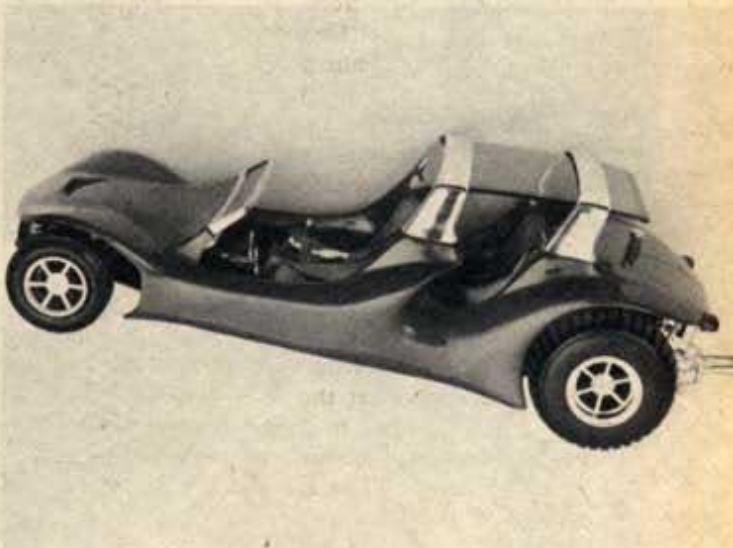
The "rear" body is cut right through the side panels just where the molded-in floorboards begin. Smooth cut with file.



Fit front and rear bodies together as closely as possible before gluing. Note cutouts behind front seats. Use minimum glue.



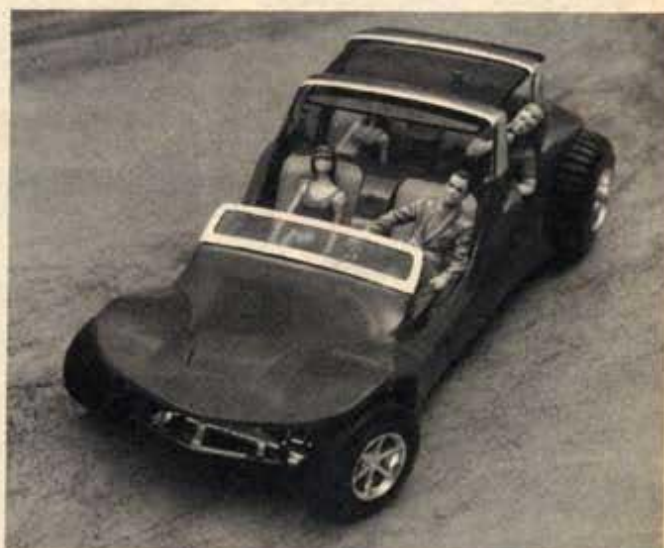
Bend the tab on the back of the front seats down to meet console area of rear seats. Allow glue 48 hours to dry.



Automobile body filler, No. 600 sandpaper, and four coats of primer should hide the joint between bodies.

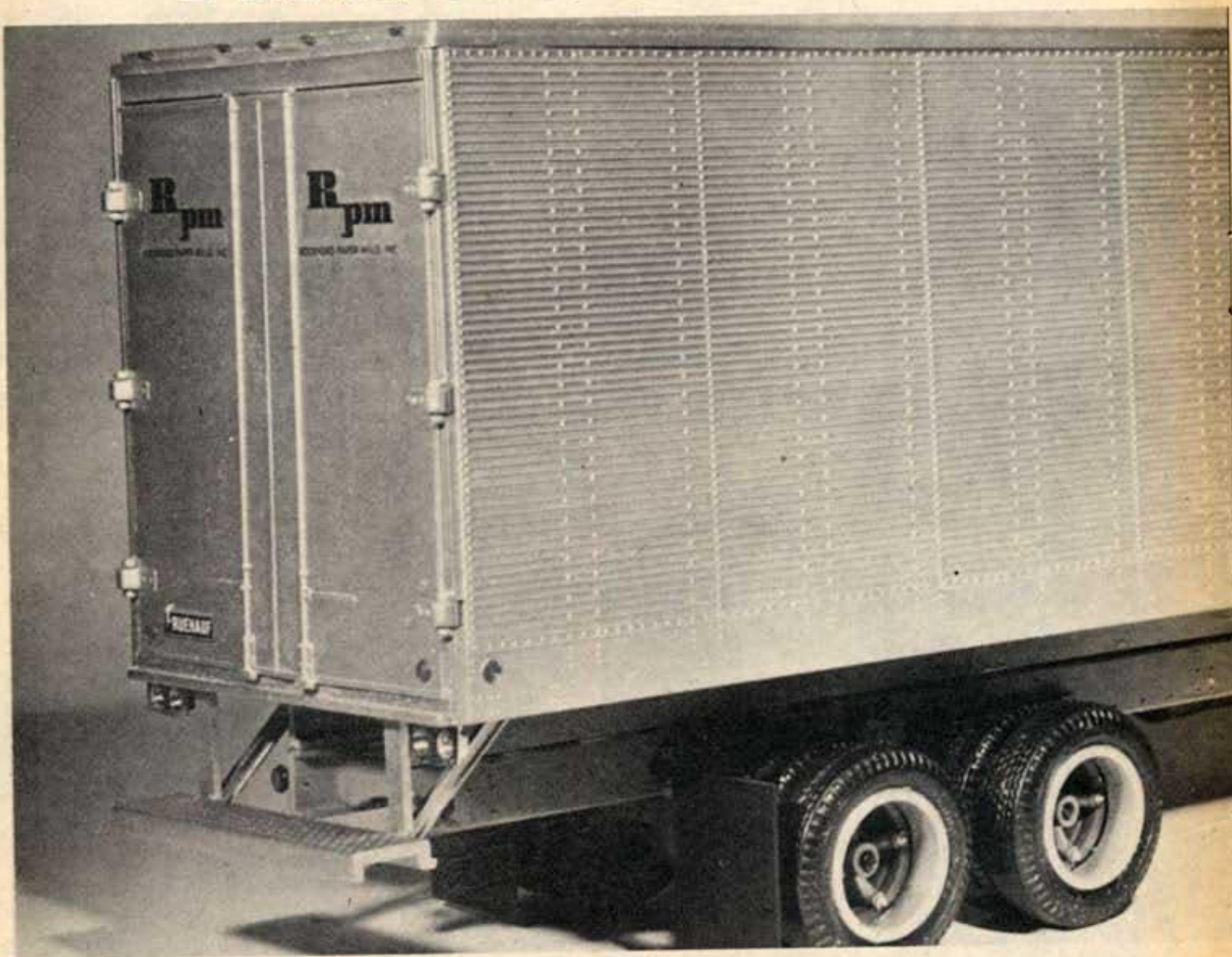


Crisply detailed "steering" front suspension and VW engine are used. Sun roof is placed midway between chrome posts.



Four-passenger "Fun Phaeton" is typical of street-buggies the full-size car customizers are creating. Wheels are stock.

THE LOUISVILLE



How to build two versions of AMT's Ford LN-8000 race car hauler

By Phil Jensen

TRUCK MANUFACTURERS, UNLIKE THEIR counterparts in the passenger-car field, don't bring out new models each year. Instead, their designs usually change by evolution and gradual improvement, to match progress within the trucking industry, itself. Thus, it's real news when a major truck maker introduces a completely new line, freshly engineered from the ground up to cover a wide range of applications.

Ford's "Louisville Line," introduced late in 1969, is just such a "clean sweep," differing from previous Ford "conventionals" in virtually every respect. Built in Kentucky, at a brand-new factory constructed specifically to manufacture them, the "Louisville Line" trucks set new industry standards for appearance, versatility, durability, safety, driver comfort, and ease of maintenance.

Thus, AMT chose an up-to-the-minute line for its second

venture into the heavy-duty truck field, the Ford LN-8000 Race Car Transporter. In fact, this model is a 1/25 scale replica of the pair of blue-and-white beauties that haul the Ford drag team around the country. With more-than-adequate space for storage of equipment, tools and spare parts, this transporter is literally "a garage on wheels."

After we'd built our first AMT "California Hauler" Peterbilt, we asked ourselves, "What can the folks in Troy possibly do for an encore?" Now we know! Straight from the kit, the "Louisville Lugger" is a big, handsome, accurate, and highly detailed model. There's plenty of room for superdetailing, however, and AMT explains one item in the kit instruction sheet. Provision is made for hinging the transporter compartment doors, and for adding the compartments, themselves. The cab doors would also be a cinch to open and hinge, and air and fuel lines — as well as the hydraulic hoses from pump to power-steering unit — might also be added by the enterprising modeler.

Because the entire series of "Louisville Line" Fords have many components in common, this kit can also serve as the starting point for conversions to other "L-series" trucks.

LUGGER

kit. Our old friend, Plastruct, will prove useful no matter what type of body you wish to build for the "LN" or "LNT" versions described herein – flatbeds, racks, tankers, or even a heavy-duty wrecker. Use your ingenuity and imagination; the possibilities are limitless!

WHAT TO DO WITH THE LEFTOVERS

Construction of our LNT-8000 van, exactly as shown, requires parts from five different kits:

- 1 – AMT Ford "Race Car Hauler."
- 1 – AMT Peterbilt "California Hauler."
- 1 – IMC Dodge L-700
- 1 – IMC "Big Rig" flatbed.
- 1 – AMT Fruehauf van trailer.

You may well ask, "What do I do with all the leftover bits and pieces?"

For a starter, remove the air/spring suspension from the Pete frame and install the Ford rear springs, axle and cab accessories to build a single-axle Pete tractor. Or, by lengthening the Pete frame a bit with Plastruct channel and installing the body from the Ford kit, you'll have a super-deluxe race-car hauler. Ford chrome parts will fit nicely.

The Fruehauf suspension will slip under the flat-bed body with a minimum of fuss, giving you a sliding-tandem trailer. This would make a dandy basis for one of the other trailer types Lou Kroack has shown you how to build in previous issues of *Model Car Science*.

Fit the Ford front wheels and tires to the Dodge L-700. This will look sharp with chrome disks, and it's a legitimate substitution.

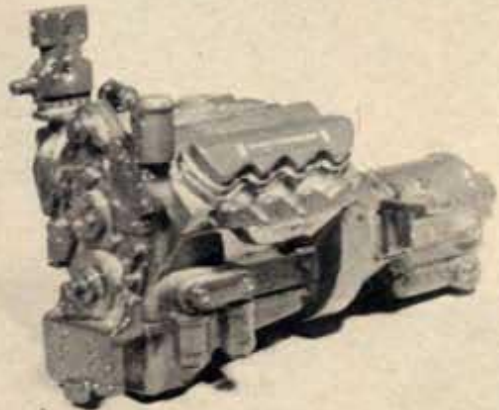
A POSTSCRIPT

The tandem rear suspension we used on our LNT is a "dead ringer" for the Reyco type listed by Ford as an option. However, just after we built this truck, AMT released their LNT-8000 tractor kit with a Hendricksen-type tandem rear setup. Hence, either tandem arrangement can be used in your LNT, that from the tractor merely requiring a direct substitution for the "LN" single-axle drive, and the latter being installed on the tractor chassis to produce an "LN" tractor.

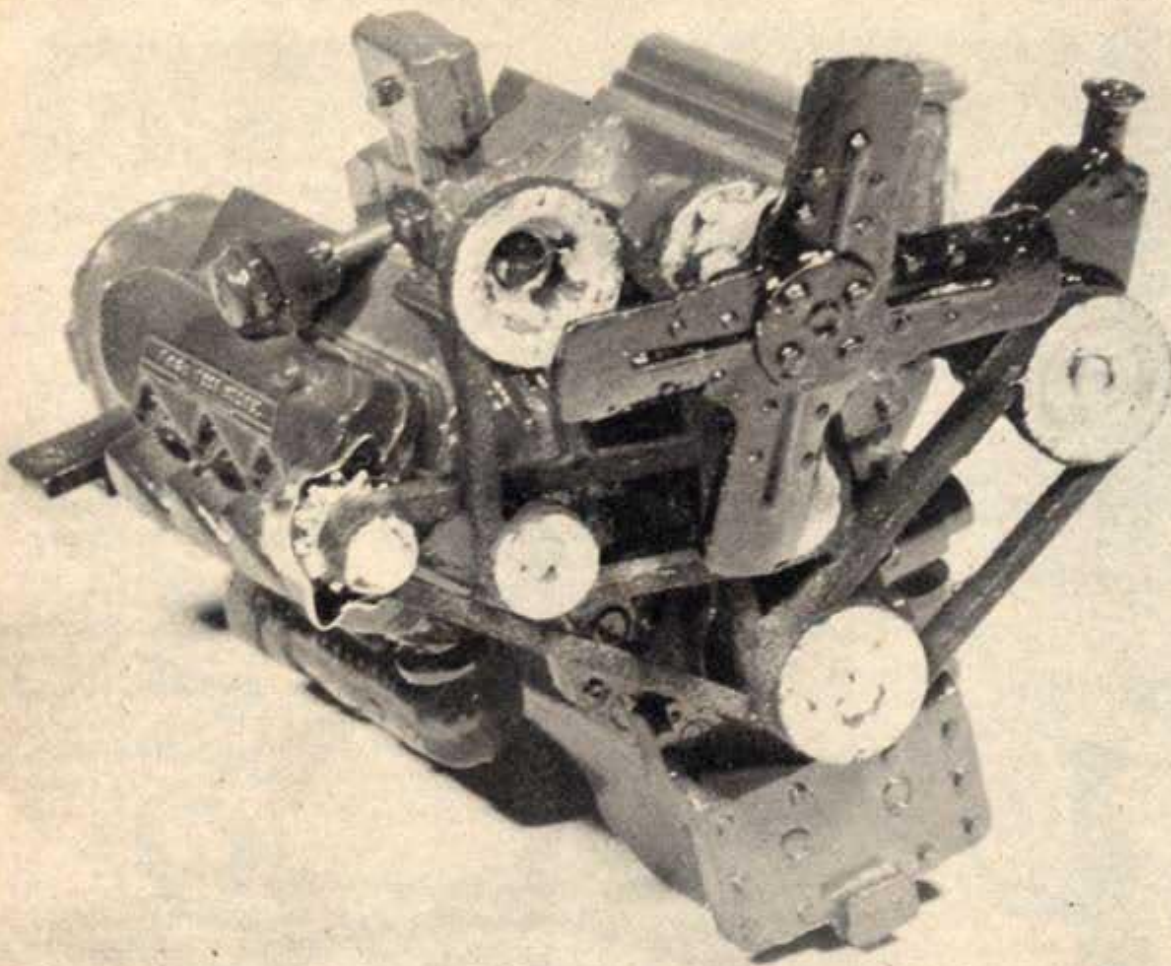
Here's the line-up in the heavy-duty "8000" and "9000" diesels:

- L – Long hood, single rear axle.
- LT – Long hood, tandem rear axles.
- LN – Short hood, single rear axle.
- LNT – Short hood, tandem rear axles.
- LTS – Long hood, tandem rear axles, "set-back" front axle.

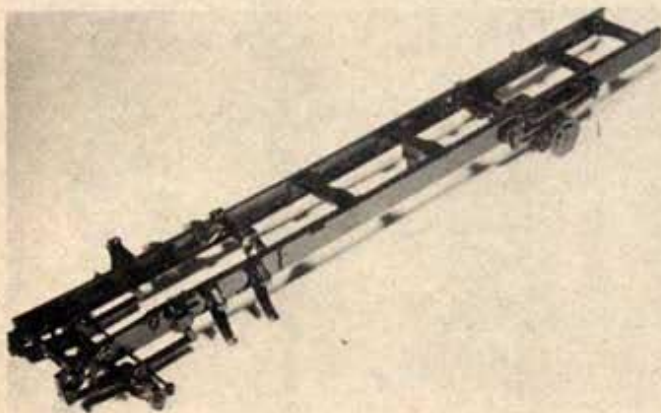
To give you an idea of how to go about building any of the variations possible, we've shown how we used parts from the AMT "California Hauler" Peterbilt and Fruehauf van trailer kits, as well as some components from IMC's Dodge L-700 and flatbed trailer, to create an LNT van. We also substituted some of the chrome trim parts from the "Pete" to give our van a "different look" – since many of these items are options, anyway, and might appear on a real truck. An LNT highway tractor might be built the same way, shortening the wheelbase and installing a "fifth wheel" from the Pete or Dodge. In fact, the "sky's the limit" in creating a whole fleet of trucks based on this great



Begin assembly of the race car transporter by completing the engine to this point, then spray-paint. Correct color is medium-dark blue.

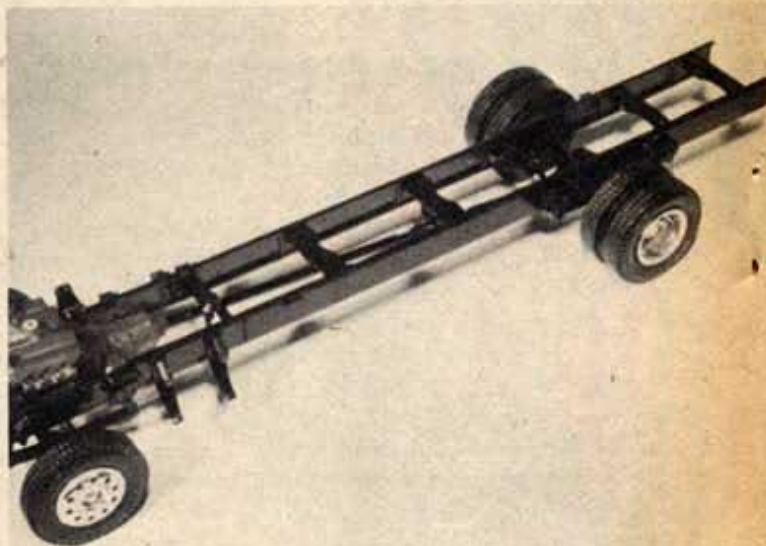


Paint drive belts flat black, pulleys and alternator flat silver. Fan and power-steering pump are gloss black. Assemble these units and install on engine. Finally, brush-paint starter and filter cans gloss black.

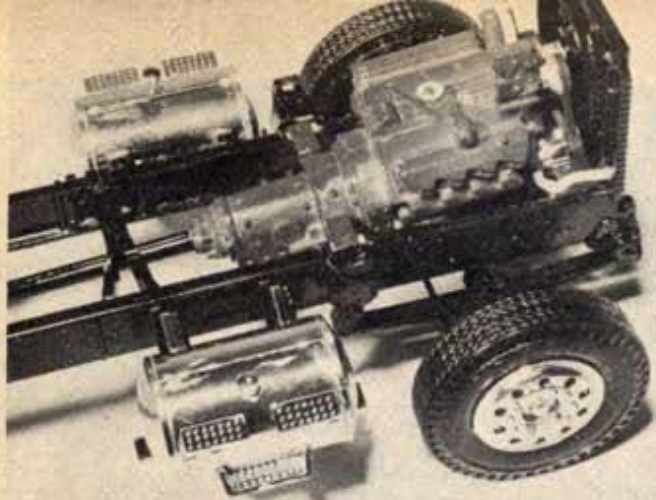


Frame, suspensions, axles, rear drive shaft, and fuel-tank brackets should now be cemented together, but do not install front brake backing plates until the next step. Standard color for chassis assembly is gloss black, but others are optional.

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Install engine in chassis, making sure to position front drive-shaft between center-bearing and transmission. Assemble and add wheels, following kit instructions.



Assemble radiator, paint gloss black, and install on frame. Add radiator hoses (shown unpainted here for clarity — they should be flat black). Complete fuel-tanks and steps and cement to frame brackets.



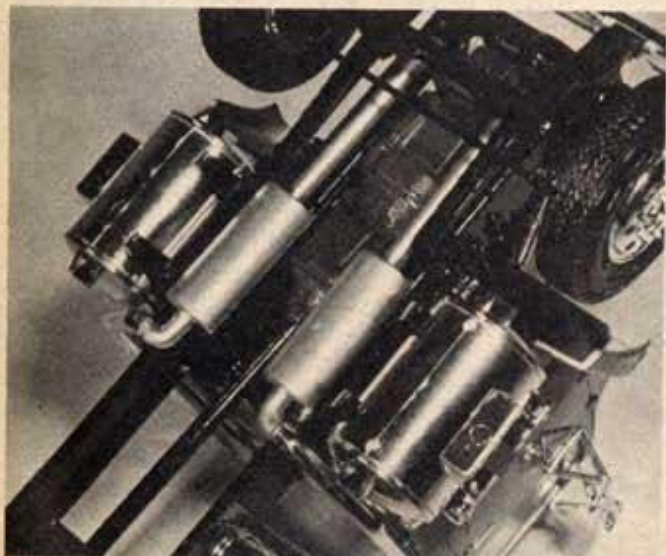
Paint dashboard, following color picture on kit box. Cab interior should match exterior, but seats, upholstered door panels, and floor are flat black. Next, cement air tanks to underside of cab floor and paint entire bottom gloss black. Cement cab interior to frame mounts; then assemble air intake system, paint it flat black, and install on engine and firewall. Also paint and install battery box. Add bumper to front of frame, making sure it is level. Don't forget steering column!



Paint windshield frame and wiper blades, plus vent-pane frames, flat black; wiper arms and cab details in chrome. Then add all plated trim parts after applying orange paint to marker-light lenses. Install cab windows. Check fit of cab on interior, then cement in place.



Cement air filter housing to hood, using plastic putty to fill in any gaps and sanding carefully to a smooth fillet. Paint hood to match cab; fill in filter openings with flat black and paint all "Ford" lettering with chrome enamel. Add grille, headlamps and directionals. Front faces of latter, as well as "Nader. lights" on fender sides, are orange; rear faces of directional are red. Position hood on truck.



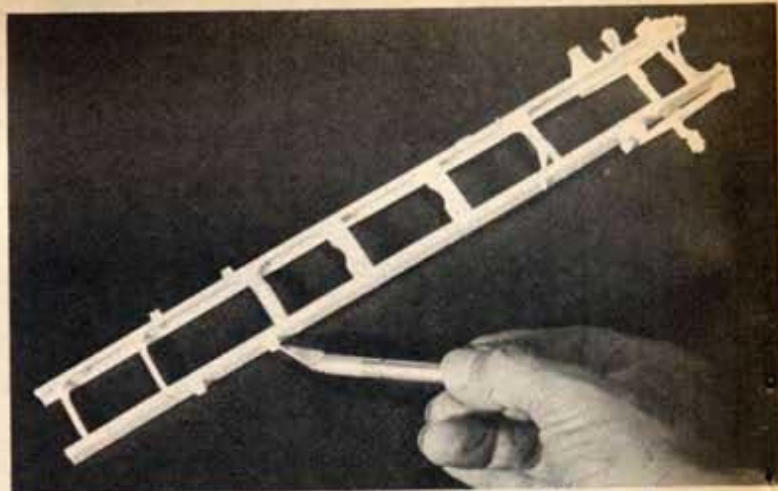
Paint exhaust pipes and mufflers flat aluminum. Turn model over and cement exhaust systems to manifolds and frame as shown.



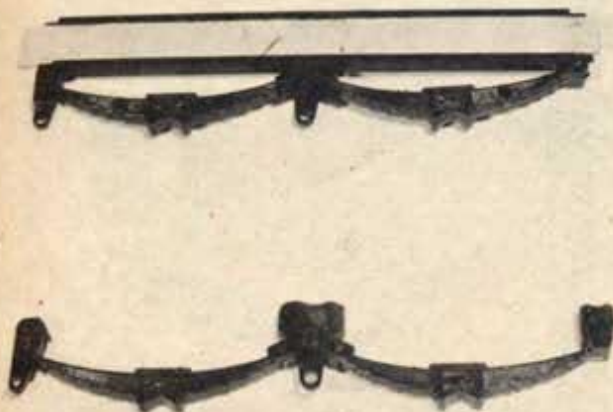
Add vertical stacks, cementing them to exhaust pipe ends and rear wall of cab.



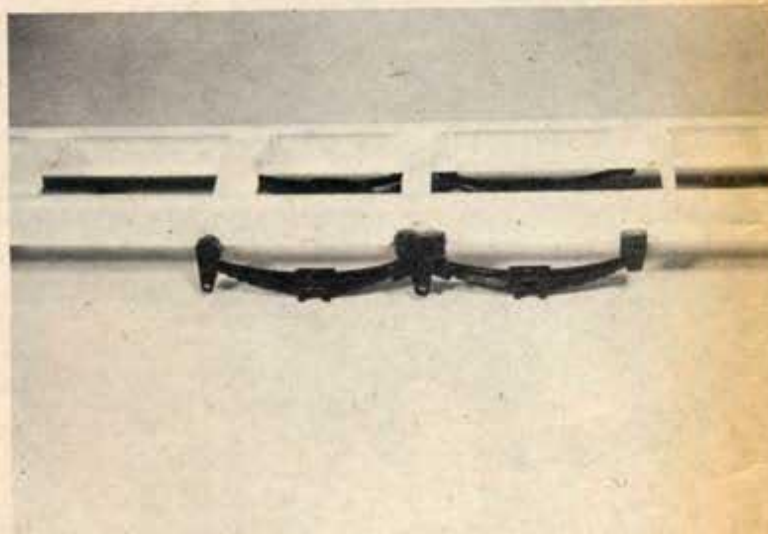
Finally, assemble and paint transporter body. Note that it will be necessary to cut away left bottom side flange at front to clear battery box. Mount body on frame and add your choice of decals. Drive your favorite "funny car" aboard and you're ready to go to the races!



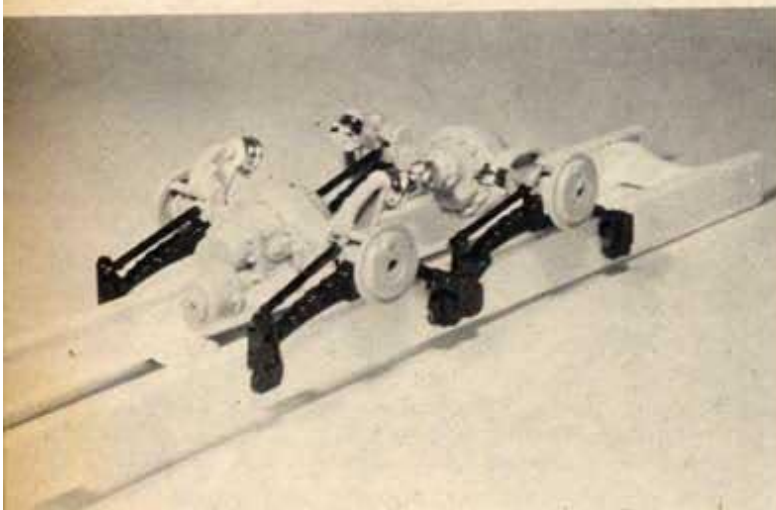
Begin construction of LNT-8000 van by assembling engine and frame just as you did for the race car transporter. Omit rear axle, however, as well as rear springs, and remove the helper-spring perches (indicated).



Assemble IMC flatbed suspension to sub-frame side members. Then fill in web at back of channel with sheet plastic and cut out spring-hangers with a fine-bladed saw. Trimmed assembly is shown at bottom of photo.

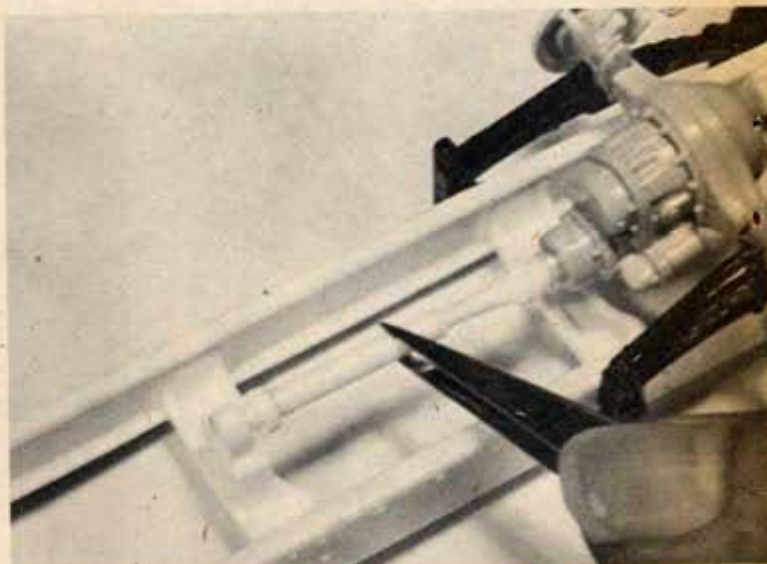


Cement suspensions to frame, centering them on No. 5 crossmember. Be sure these assemblies are level from front to rear and perfectly vertical when viewed from the rear.

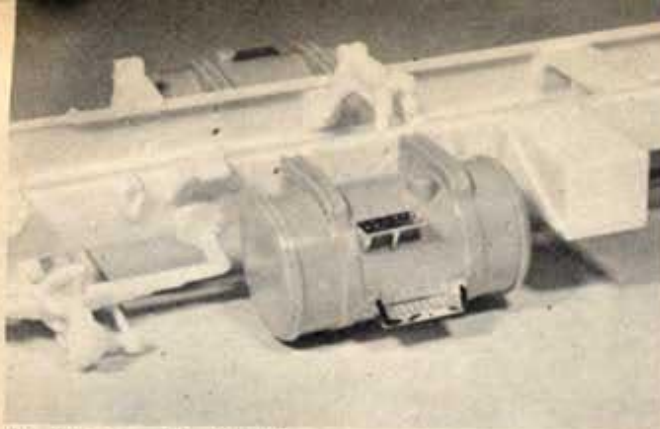


Assemble Peterbilt rear axles complete and fit to springs, filing spring perches on axles until they fit smoothly into rounded pockets on springs. Again, check to make sure axles are level. Cement in place, after shortening inter-axle drive shaft by $\frac{3}{16}$ inch and slipping it into place.

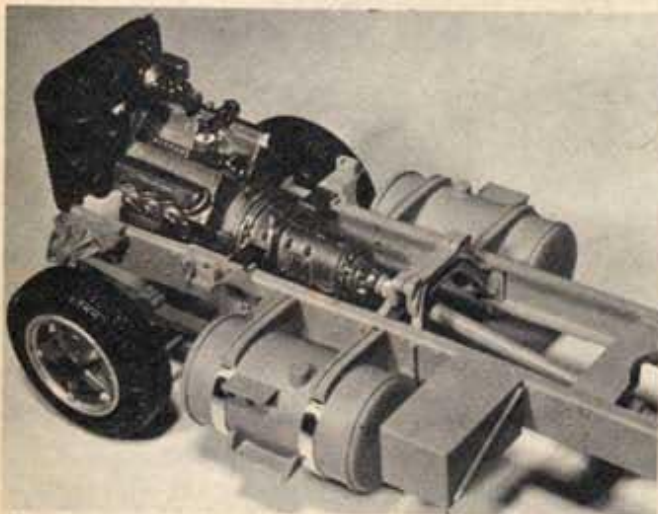
52/Model Car Science



Install driveshaft center-bearing on crossmember No. 3 (instead of No. 4). Shorten Ford rear driveshaft by $\frac{3}{8}$ inch and install as shown.



To give your Ford LNT extra range, assemble and install "Pete" fuel tanks, locating them just behind forward cab mounts. Use either Pete tank steps or fit Ford steps as shown. Otherwise, install stock Ford tank brackets (but not the tanks if you intend to keep them chrome). Add Ford battery box in stock location, and Luberfiner if you want it to be painted. Now, spray entire frame assembly in your choice of color.



Shorten Ford front driveshaft to 2-3/16 inch overall; then install engine, radiator, hoses, etc., just as for the "stock" version. Note the addition of 1/8 inch "chrome tape" bands to dress up the fuel tanks.



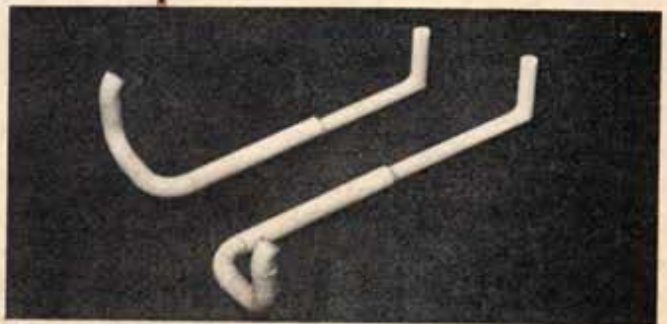
Treat bumper with "Rub-N-Buff" for polished-aluminum appearance, then cement to front of frame. Install cab and add air-filter and pipe.



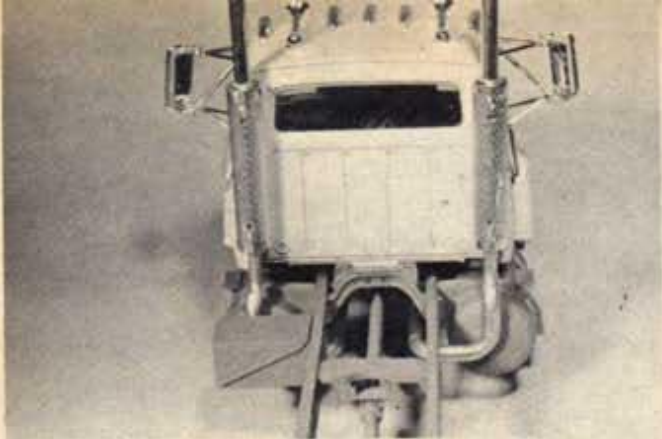
If you prefer, install chromed Ford wheels at front and Pete wheels at rear, following the kit instructions. We chose to adapt IMC cast spoke wheels, as follows: (a) Paint and assemble IMC trailer "duals." Cut off trailer axle ends and cement into wheels, then drill No. 53 to accept AMT Pete metal axles and install. (b) At front, remove steering "ears" from IMC Dodge L-700 steering-knuckle/stub-axle pieces and cement them to ends of Ford axle. Add wheels per IMC Dodge instructions, noting that the stub axles must be shortened by about 1/8 inch.



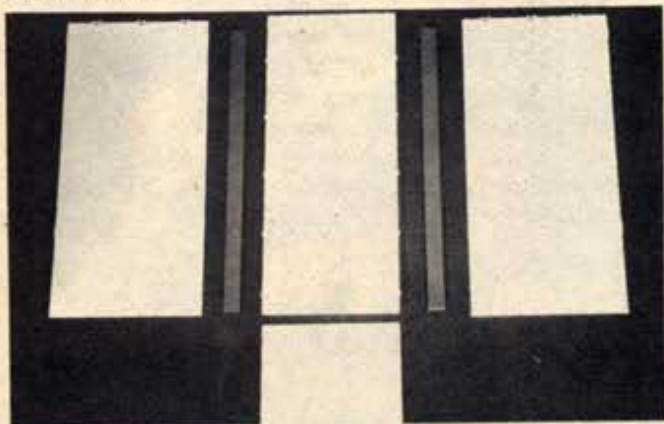
Paint and assemble cab interior as for stock truck. Also paint cab and hood at this point, but use "Pete" cab-top marker lights and horns for a different look. Ford air-conditioning unit may be installed if desired. Likewise, either Ford mirrors or the Pete type (shown) may be added to doors.



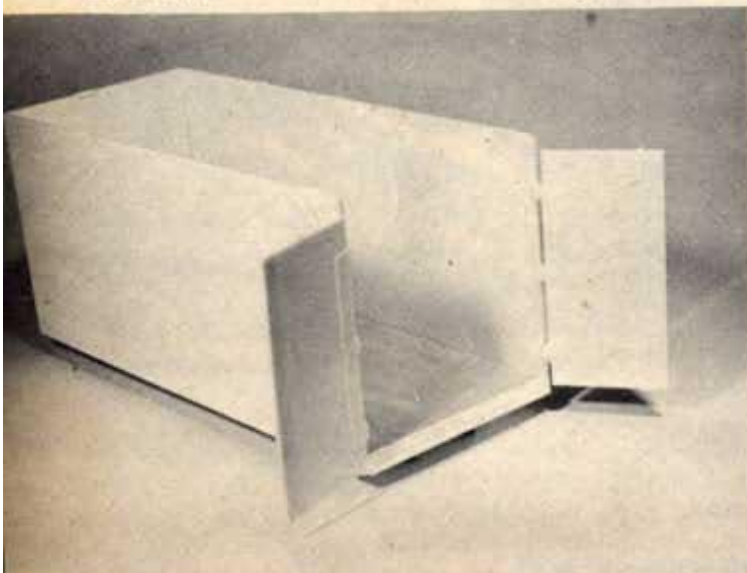
To modify exhaust system to use Peterbilt-type vertical mufflers, cut off and discard Ford mufflers and tail-pipes. Study this photo, then make up modified systems as follows using Plastruct 3/16 inch tubing and pipe fittings, thus: (a) Left side: stock short exhaust pipe; 1-5/16" of tubing; 90 degree elbow; 1/4" of tubing; 90 degree elbow; 1/4" of tubing; 45 degree elbow with upper projection cut off. (b) Right side: Stock long exhaust pipe; 1-7/16" of tubing; then same as left side exhaust system but extending to right instead of left. Cement exhaust systems in place after painting; see next step.



Assemble both "Pete" mufflers, then cut off standpipes (at top) and bottom extensions and turn them so they face in direction opposite to muffler mounting pins. Allow cement to harden thoroughly, then cut off tail-pipe (bottom) extensions at point where the bend makes a 45 degree angle. Drill holes in the cab rear wall for the mounting pins, and cement mufflers to cab and exhaust systems. See photo for positions.

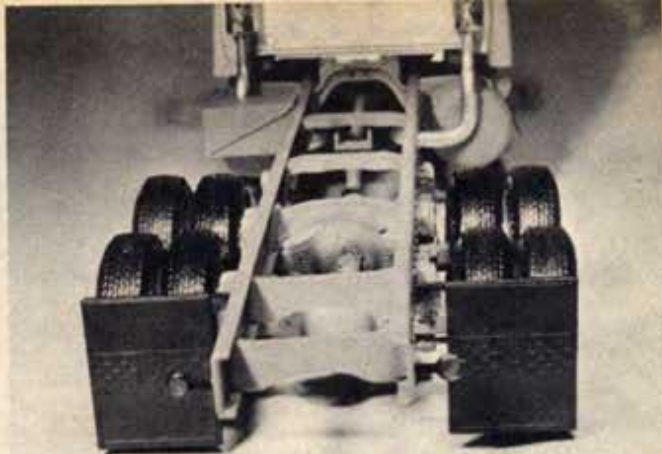


To build a van body like the one shown on our LNT-8000, cut two pieces of 7/16 inch Plastruct channel, each 8-5/8 inches long, for body sills. Cut AMT Fruehauf van trailer exactly nine inches forward from rear edge of floor, measuring on the top surface. Cut both van sides 9-9/16 inches back from front edges. Then, from the scrap end of one side, cut a van front, 3-11/16 inches long.

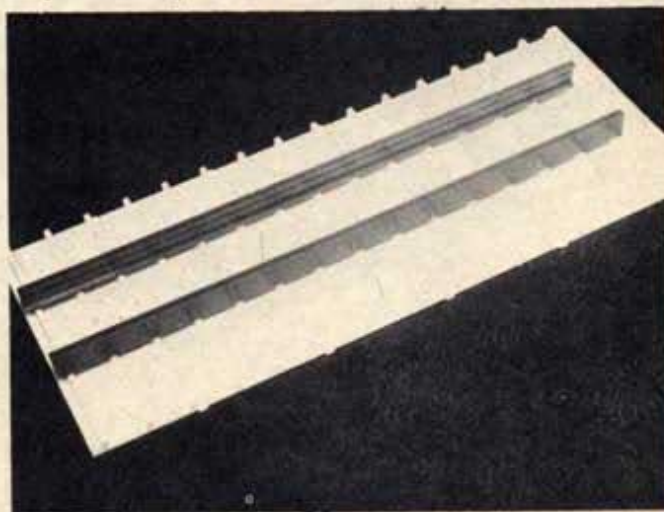


Assemble van doors to sides, following Fruehauf kit instructions, then cement sides and front to floor. Top of floor should be painted wood tan, inside walls aluminum.

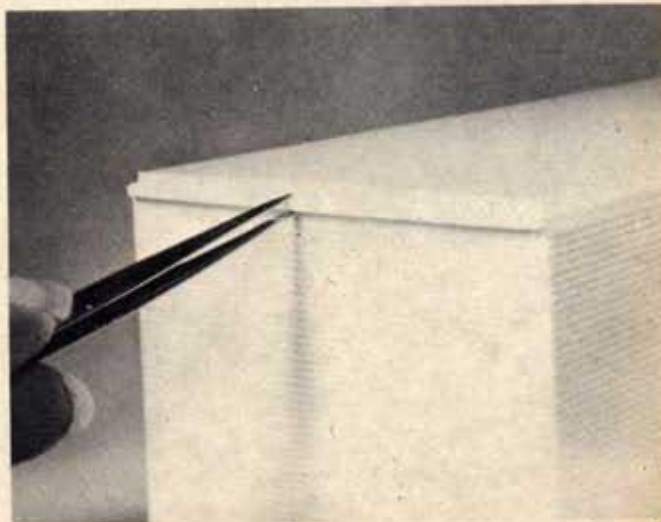
54/Model Car Science



Assemble IMC Dodge L-700 mud flaps and brackets. File off inner "lumps" on brackets. Drill frame side members No. 53 through hole immediately behind rear spring mounting and cement flaps in place. Drill ends of frame for Dodge tail-lights and install, after removing license-plate from left lamp. This completes the basic truck assembly.



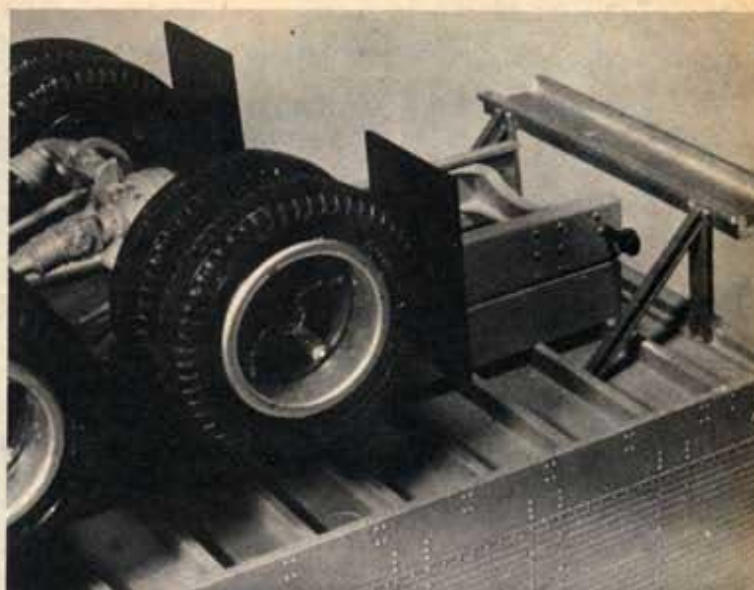
On underside of floor, flush with the front end, cement the two body sills exactly 1-5/16 inches apart. These should rest on the frame side-members of the truck chassis, flush with the outer edges. Check to make sure they do.



Cut van roof exactly ten inches back from front edge and cement rear section to top of body. Now, cut a strip of plastic 1/16 inch square by 3-7/8 inches long and cement to front edge of roof overhang. File ends of this strip round to blend into roof edge molding.



Install body on chassis, cementing sills to frame rails. Note that rear ends of sills and rails should be flush with each other.



To make step/bumper at rear of body, cut a three-inch piece from one of the Ford race car transporter loading ramps. File off the rear "lip" of this piece. Next, cut two supports, each one inch long, from 3/16 inch Plastruct channel, and cement them to rear edge of step, 1/4 inch in from each end, as shown. Cement upper ends of support to underside of body floor and add diagonal braces cut from 1/8 inch Plastruct I-beam.



Decorate your truck to your own taste, using decals and/or Instant Lettering. Be sure to add marker lights to van body, using those from Fruehauf trailer kit as shown here. LNT van conversion is heavy-duty, long-distance hauler for valuable, high-density cargos. "Rockford Paper Mills" decals came from Dodge L-7000 kit, which contains a good assortment. Note use of striping tape at cab belt-line, matching wheel color.

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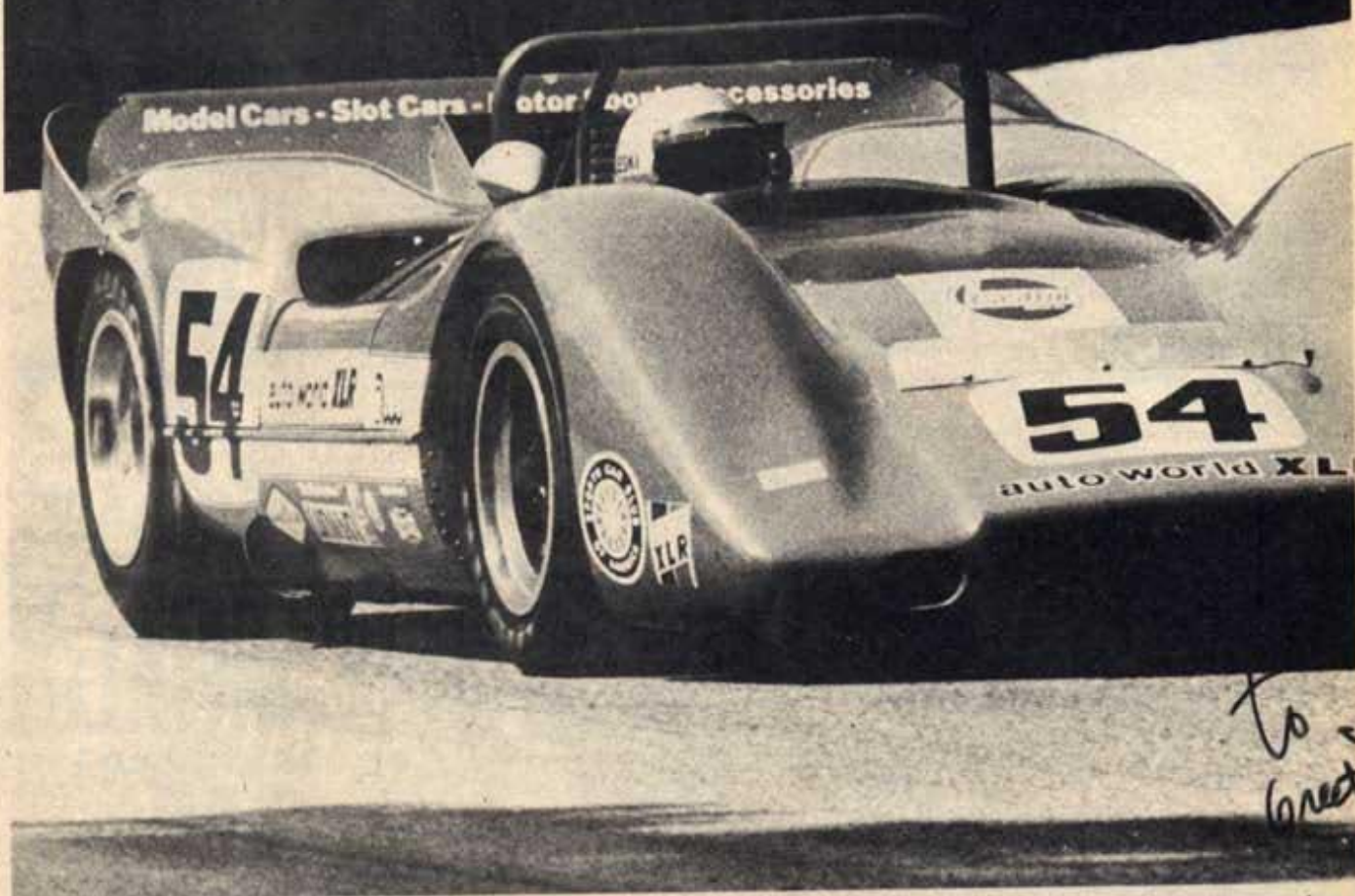
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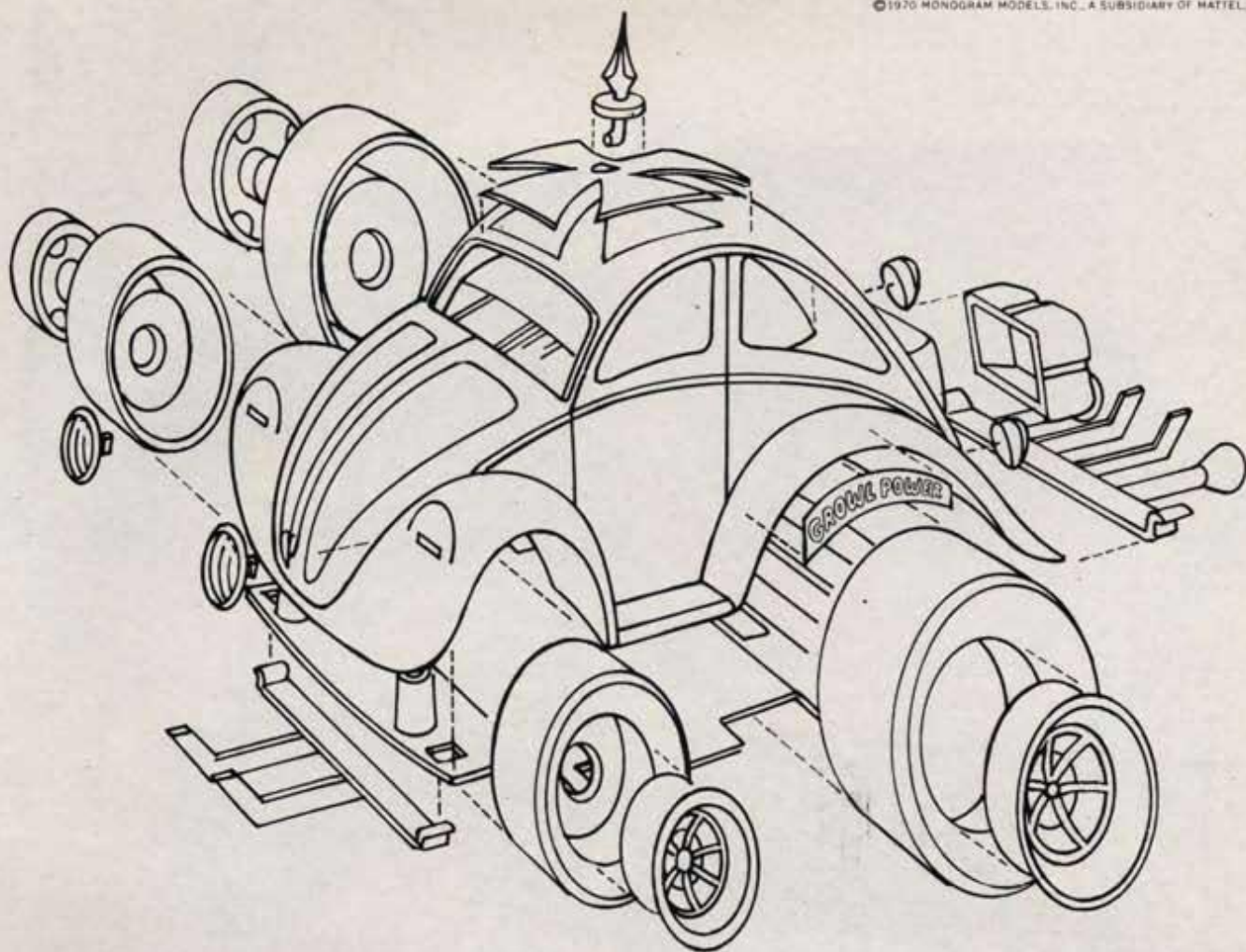
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